

The Hongkong Telegraph

WEATHER FORECAST
FAIR.
Barometer 30.03

(ESTABLISHED 1881.)

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October 27, 1914. Temperature 6 a.m. 72. 2 p.m. 74. Humidity 74.

October 27, 1913. Temperature 6 a.m. 71. p.m. 76. Humidity 56. 60.

2944 晚九初月九年寅甲

TUESDAY, OCTOBER 27, 1914.

二拜禮 號七十二月拾英西曆

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TO-DAY'S LATEST WAR TELEGRAMS.

ALLIES MAINTAIN THEIR POSITION.

GERMANS SUFFER CONSIDERABLE LOSSES.

Duke of Connaught's Equerry Killed.

[Reuter's Service to "The Telegraph"]

Stopping Sugar Imports.

Oct. 26, 7.30 p.m.

In order to prevent the indirect importation of German or Austrian sugar, or sugar from neutral countries set free by the importations of German sugar thereto, the Government has decided temporarily to prohibit all importation of sugar.

Duke of Connaught's Equerry Killed.

Oct. 26, 6.55 p.m.

Captain Thomas Henry Rivers-Bulkeley, C.M.G., M.V.O., Equerry to the Duke of Connaught, has been killed in action. [The deceased officer had been Equerry to the Duke of Connaught and Comptroller to H.R.H.'s Household in Canada since 1911. He was educated at Eton and joined the Oxford Militia in 1894. Later he joined the Scots Guards and as Captain served in the South African War, being wounded at Belmont and thrice mentioned in despatches. He was A.D.C. successively to Lord Curzon and Lord Minto in India, and later became A.D.C. to the Duke of Connaught when the latter was Inspector General of the Forces and again when he was Commander-in-Chief and High Commissioner in the Mediterranean. He married in 1913 Evelyn Pelly, daughter of Lady Lillian Yorke and the late Sir Henry Pelly.]

Latest from the Front.

Oct. 26, 6.55 p.m.

A Paris communique states that during yesterday our front was maintained along a general line from Nieuport to Dixmude. The Germans who crossed the Yser are unable to make any progress.

Our line is now from a point between Ypres and Roulers and between Armentieres and Lille to the west of La Bassée; and from Lens to east of Arras, and southward in accordance with previous communiques.

German Losses.

In the battles of the last few days the enemy appears to have sustained considerable losses.

EARLIER TELEGRAMS.

A Violent Battle.

Oct. 26, 3 a.m.

An official statement issued in Paris at 11 o'clock in the evening says that the action has continued under the same conditions as on preceding days. There is a very violent battle proceeding between Nieuport and the River Ys. The Germans have crossed the Yser Canal between Nieuport and Dixmude.

TO-DAY'S LATEST WAR TELEGRAMS.

German Communications Threatened.

Oct. 26, 2.20 a.m.

Fierce German attacks were repulsed to the west and south of Lille. Nothing noteworthy has occurred between the Oise and Argonne, except slight progress of the Allies north-west of Soissons and in the region of Craonne. There has been an artillery engagement on the heights of the Meuse. In Woevre our heavy artillery commands the road Thiaucourt-Nonsard-Buxerulles-Woinville, which is one of the principal German lines of communication with St. Mihiel.

[Thiaucourt is situated in the French department of Meurthe-et-Moselle, 27 miles from Toul.

Nonsard is in the department of Meuse, 6 miles from Thiaucourt.

Buxerulles is also in the department of Meuse, 6 miles from St. Mihiel.

Woinville, in the same department, is situated 12 miles from Commercy and 51.2 miles from St. Mihiel.]

German Regiment Reported Annihilated.

It is reported that an entire German infantry regiment was annihilated in the forest north of Chalade, in Argonne, yesterday.

Continued Russian Success.

Oct. 26, 4.25 a.m.

An official statement issued at Petrograd says the Russians on Friday and Saturday took Lowicz, Skirmiewice and Rawka at the point of the bayonet, after defeating the German rear-guards which were endeavouring to hold positions on the rivers Rawka, Skirmiewka and Ryka.

The Austrians who were retreating with the Germans towards Radom, unexpectedly reinforced, are offering a determined resistance in a wooded and hilly country, where the fighting has assumed considerable dimensions.

Sanguinary fighting continues on the San and south of Przemyel, where an Austrian attempt to turn our left to the south of Przemyel was defeated, the Austrians losing heavily.

Germans Flee Before the Russians.

Oct. 26, 12.33 p.m.

The precipitate flight of the Germans continues. They attempted to arrest the Russian offensive movement by clinging to positions at Sokhaschoff, but were dislodged with great loss.

The enemy is evacuating Lodz.

U.S. WAR RISK MEASURE.

The Federal Bureau Plan for Marine Insurance.

Washington, August 29.—The Administration bill to create a Federal bureau of war-risk marine insurance, with a \$5,000,000 fund to meet possible losses to American shipping, was passed late today in the House by a vote of 230 to 58. Already passed by the Senate, it now goes to President Wilson.

The House made two amendments to the measure as it passed the Senate. One limits the operation of the Government war-risk insurance bureau to two years, the President having power to suspend it at any time within that period. The other reduced the salary of the chief of the bureau from \$6,000 a year to \$5,000. The Senate is expected to concur in these amendments, and the bill probably will be ready for the President's signature when he returns to Washington next week from Cornish, N. H.

Federal Marine Insurance.

The bill establishes for the first time in American history a federal marine insurance, though it is restricted to risks

of war and especially applicable to the European emergency. It insures American vessels, their freight and passenger moneys and cargoes "whenever it shall appear to the Secretary of the Treasury that American vessels, shippers or importers in American vessels are unable in any trade to secure adequate war risk insurance on reasonable terms."

It is intended as supplementary to war risk insurance furnished by private concerns, who claim they have not enough capital to give complete war risk insurance. The President is authorized to end Federal insurance and abolish the bureau whenever he finds the necessity has ceased.

Mann Takes Exception.

Representative Mann, minority leader, took exception during the debate to the charge made by Representative Underwood yesterday that the Republicans were "un-American" in their opposition to the bill. He declared the majority leader had resorted to "nonsense and silliness" in making the statement.

Underwood reiterated the statement, asserting that Representative Mann's argument against the bill was "mere claptrap."

The Republicans offered numerous amendments, which the Democrats voted down.

RUSSIA'S DEFENCES.

Baltic Provinces and East Prussia.

In the matter of naval defences the Baltic coast-line is not in the most favourable condition. Having spent many million roubles on the construction of a naval harbour at Libau, and having finished the construction, the Russians discovered that the water was too shallow, and realised that, for an enemy, Libau strategically was of no importance. For Libau, on a jut of land in the most south-westerly part of Baltic Russia, although only sixty miles from the German frontier, is more than six hundred miles from Petrograd. If ever the Germans should attempt to take Libau they could be instantly cut off by the Russians; or if, escaping being cut off, they should be successful in striking the direct road from Riga to Petrograd, they would be beset by difficulties. For, to the north of Dorpat is a vast forest, the Peipus, three hundred miles in length; if the Germans ever reached this forest and emerged from it they would find a colossal army at the other end ready to meet them. A German spy examining this forest some time ago said: "The Germans have no chance here."

It is generally assumed in Russia, at least by the Baltic Russians, that the Germans, if they attempted to march on Petrograd, would endeavour to take either the main road from the East Prussian frontier, i.e., from Königsberg, Osterburg, Wirballen, Kovno, Dvinsk, Pskov and so to Petrograd, thus leaving the Peipus forest on their left; or the main road from Reval via Narva to Petrograd, a much shorter distance, running along the southern coast of the Gulf of Finland; or, perhaps, that they would try to proceed by both roads simultaneously and so converge on the capital.

Whatever value such surmises may have it is clear that the Russian naval authorities soon came to the conclusion that Reval, which lies at the entrance to the Gulf of Finland, and not Libau, was the more suitable harbour for a fortification. But they set about constructing this naval harbour only a very short time ago. The position immediately before the war, therefore, was that Libau had long ceased to be a naval harbour, and that Reval had not yet become one. Riga as a naval harbour was quite out of the question; lying in the south-eastern corner of the Gulf of Riga, far from the open sea, Riga makes a fine port, excellent for commercial but unfavourable for naval purposes.

In time, therefore, Reval will be the strongest naval base on the Baltic. At the moment the strength of Reval's position would seem to lie in the fact that a treble row of mines extending from Reval to Hangö, the most south-westerly point in Finland, guards the entrance to the gulf, and thus protects the approach to Petrograd, and in the fact that the Russian fleet for the most part is stationed at Reval, which is further guarded on land by a strong military force, including a large number of Cossacks. Hangö also has defences.

Apart from Reval or from what Reval will be, and apart from Kronstadt, which lies immediately before Petrograd, the only other Baltic fortress worthy the name is that of Sveaborg, in Finland, to the east of Helsinki, the capital. But Sveaborg is of little value; the fortress is old and inadequate, and it is about 60 miles to the north of Reval. If, therefore, the Germans succeeded in running the mines at Reval and in checking whatever resistance Reval might offer, they would probably hug the south coast of the Finnish Gulf,

"HOCH DER KAISER."

The following verses, taken from the poem, "Hoch der Kaiser!" published in a Canadian paper in 1897, are still peculiarly apt. The author was Alexander Macgregor Rose, a native of Tomintoul, who some thirty-five years ago was a well-known Free Kirk minister in Orkney. Financial troubles overtook him, and Rose emigrated to Canada, where he gained considerable distinction as a journalist. He died in 1898:—
Der Kaiser auf der Vaterland
Und Gott on high all dings
—command!

Ve two! Ach! don't you understand?

Meinself—and Gott.

He reigns in Heafen, und always shall.

Und mein own Embire don't vas small;

Ein noble pair, I dink you call—
Meinself—and Gott.

While some men sing der power divine,

Mein soldiers sing der "Wacht am Rhein."

Und drink der healt in Rhenish wein,

Auf Me—and Gott.

Dere's France dot swaggers all aroundt,

She's ausgespielt—she's no aggroundt;

To mooch ve dinks she don't amountt

Meinself—and Gott.

She vill not dare to fight again,

But if she should, I'll show her blain

Dot Elsass und (in French) Lorraine

Are Mein—and Gott's.

Vell, m ybe yah und maybe nein,

Und maybe Czar mit France

Gubine

To take dem lands about, der Rhein

Frem Me—and Gott.

Bat dey may try dot leedle game,

Und make der break; but all der same

Dey only vill increase der fame

Auf Me—and Gott.

In dimes auf besce, brebared for wars

I bear der helm and shear auf Mars,

Und care nicht for ten dousand Czares,

Meinself—and Gott.

In short, I humour efery whim,

Mit aspect dark and visage grim,

Gott polls mit me und I mit Him—

Meinself—and Gott.

and so spare the defenders of Sveaborg the trouble of showing what can an old fortress can do.

In regard to the military situation in East Prussia it was held by the Russians at the beginning of the war that neither Russians nor Germans wished to fight their decisive battles outside their own borders—that it was for the Russians to let the Germans come into Russia and for the Germans to refrain from coming.

As if to bear out the Russian surmise that the Germans would not assume the offensive and cross into Russia, the Germans, on war being declared, instantly withdrew their troops two miles from the frontier, devastating and burning every house and hut that might give cover to their enemy. Some days later they retired a distance of more than twenty miles. But this applies to East Prussia alone, for, at the same time, they crossed into Poland, occupying a number of small towns and villages. It would seem, therefore, that the Germans, intending to overcome the obvious difficulties arising from the curiously-winding nature of the Eastern frontier, had endeavoured to bring their troops into a more or less straight line running from north to south.—Globe.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Germans are evacuating Lodz.

The Austrians are retreating with the Germans towards Radom.

Fierce German attacks to the west and south of Lille have been repulsed.

Capt. Rivers Bulkeley, Equerry to the Duke of Connaught, has been killed in action.

It is announced that the precipitate retreat of the Germans before the Russians continues.

The Allies have made slight progress north-west of Soissons and in the region of Craonne.

The Russians have taken several positions from the Germans at the point of the bayonet.

An Austrian attempt to turn the Russian left south of Przemyel has been defeated with heavy losses.

The French heavy artillery commands one of the principal German lines of communication with St. Mihiel.

It is reported that an entire German infantry regiment has been annihilated in a forest north of Chalade.

To prevent the indirect importation of German or Austrian sugar, the British Government has decided temporarily to prohibit all importations of that commodity.

NEWS.

Further notes on the crisis appear on page 4.

Interesting war-items are given to-day.

"Our Contemporaries" appears on page 2, commercial news on page 3 and log book on page 6.

General news and some naval notes appear on page 3.

Some particulars of the acquisition of the old cotton mills by the Sisters of St. Paul are given to-day.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Thursday, October 28.

Sale of Leasehold Property—
G.P. Lammer's Sales Rooms—
3 p.m.

Friday, October 30.
Organ Recital, St. John's Cathedral, in aid of the Prince of Wales' Fund—0.15 p.m.

Saturday, October 31.
Ministering Children's League bazaar—Government House Grounds.
H.K. Jockey Club meeting—noon.

Wednesday, November 4.
Licensing Sessions.
Thursday, November 5.
Hongkong and South China Steam Fisheries Co. Ltd.—noon.

Saturday, November 7.
Hongkong A.D.O. "Blue Bird" Gala night, Theatre Royal—9.15 p.m.

Tuesday, November 10.
Hongkong A.D.O. "Blue Bird" Theatre Royal—0.15 p.m.

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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 39 Copthorne Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 8th October, 1913.

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Hongkong, July 14, 1914.

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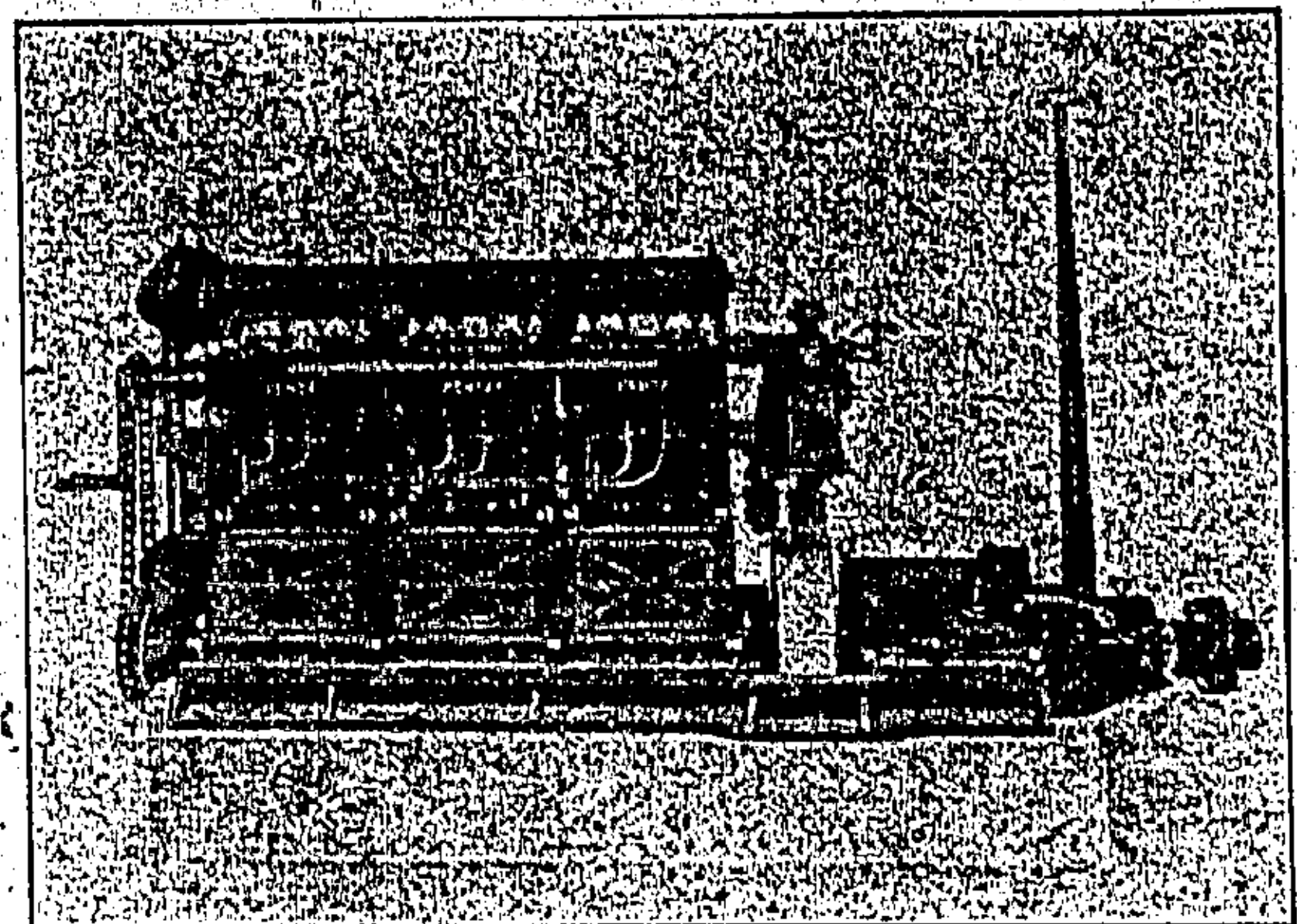
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OUR CONTEMPORARIES.

South China Morning Post.

Helm Orders.

Meantime, however, to change from the so-called obsolete and out-of-date British word of command would be premature and perhaps detrimental to the "tickets" of a good many of the older school of navigators. The motive of the change is to arrive at an international code of orders, but surely the existing terms are international enough, certainly much more so than "right" and "left," the equivalents of which would soon be adopted in all the languages of the globe thus rendering them more intelligible to a mixed crew than ever. That many changes from our present antiquated system are needed there is no denying but when the terms port and starboard are departed from, as undoubtedly they will be in time, the change will have to be part of a general scheme of up-to-dateness in which the rising generation of seamen, not the present generation, will have to be educated.

Daily Press.

Scraps of Paper.

The statement by the Press Bureau adds:—"The German Chancellor entirely ignores the fact that England took the same line about Belgian neutrality in 1870 that she has taken now. In 1870 Prince Bismarck, when approached by England on the subject, admitted and respected the Treaty obligations in relation to Belgium. The British Government stands in 1914 as it stood in 1870; it is Herr von Bethmann-Hollweg who refused to meet us in 1914 as Prince Bismarck met us in 1870." It is not surprising that Germany should wish to appear in the role of the aggressor rather than in that of the aggressor, but it is incontestable that the responsibility for plunging Europe into war rests upon Germany. Had she been sincere in her desire to maintain the peace of Europe, and had she regarded the treaties bearing her signature as something more than mere "scraps of paper," it is clear that the great calamity which has overwhelmed Europe would have been avoided. Germany has made it impossible for any nation to place any confidence in her solemn pledges, and this fact must necessarily make the terms of settlement more onerous when the time comes for them to be dictated by the Allies at Berlin.

China Mail.

The Progress of the War.
Our aircraft corps has proved its efficiency, and as our aeroplanes fly higher and are swifter than most of the German aircraft, such a crazy raid need not be taken too seriously. In every respect the Allies have good reason to feel hopeful regarding the great struggle that is now drawing to a close in France.

It is evident that the Russians have been finding the Germans a much more powerful foe than the weak-kneed Austrians of Galicia. For some little time past most of the fighting in the Eastern theatre of the great conflict has been somewhat in favour of the enemy. From the latest news, however, it seems that the tide has turned and the Russians have the Germans in full retreat from at least the Warsaw district. The Russians, with their enormous resources, may confidently be relied upon to give an excellent account of themselves. They, like the British and the French, have had more than enough of the Pan-Germanic bombast of the Prussians, and they are prepared to do their utmost to give it its quietus in such a manner that never again will the "mailed fist" be raised except to indicate that the Prussians have had enough.

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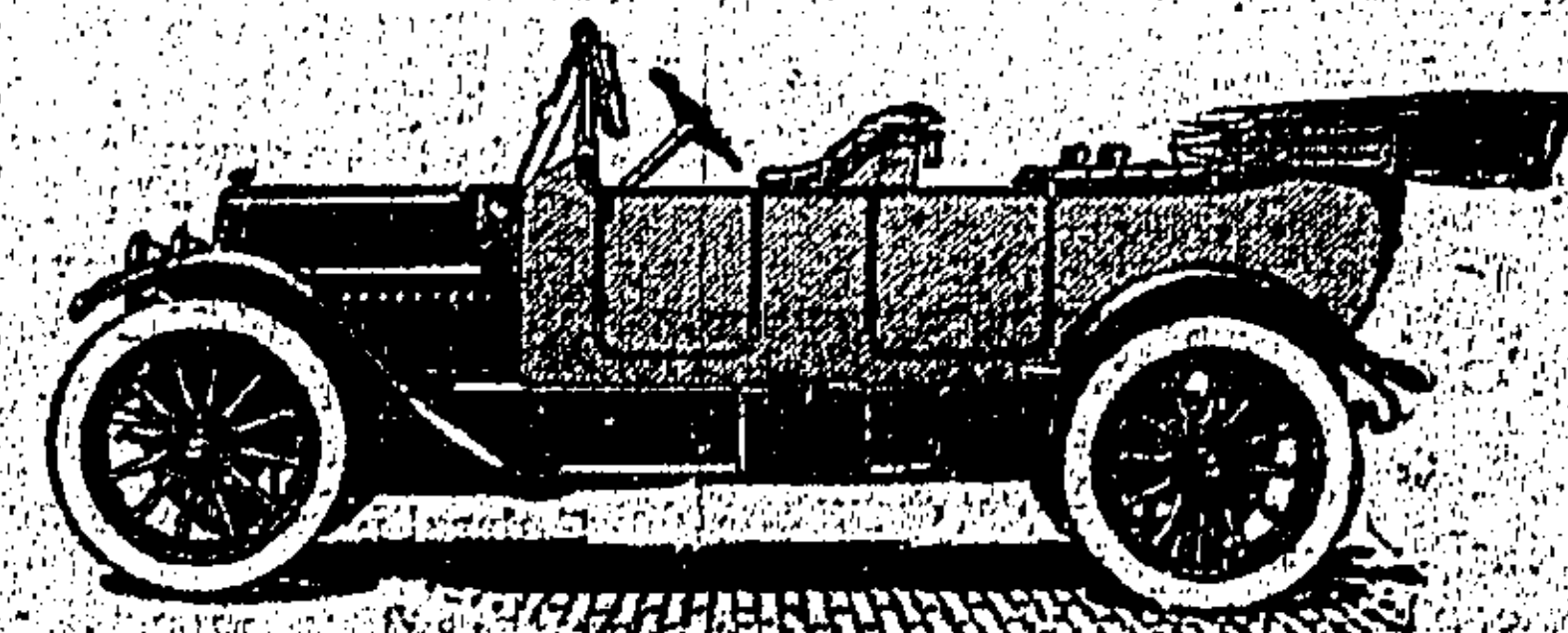
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GENERAL NEWS.

Decorated.
His Britannic Majesty has been pleased to give and grant unto Mr. William Hunter Steele, deputy traffic manager, Peking-Mukden Railway, His Majesty's Royal licence and authority to wear the Insignia of the Seventh Class of the Order of the Excellent Crop, which decoration has been conferred upon him by the President of the Republic of China, in recognition of valuable services rendered by him.

Burning Opium.
During the third quarter of this year the Szechow Customs seized 1195 taels of raw opium, 126 taels prepared opium, 697 taels opium dross and 500 taels medicated pills containing morphia. All these have been burnt in the office of the Magistrate of Wuhshien by the Magistrate and the delegate sent by the Superintendent of the Customs in the presence of the general public.

Nanking-Changsha Railway.

An office of the Nanking-Changsha Railway has now been established in Nanking and the staff of the Railway, hitherto working in the building of the Ministry of Communications, will leave for Nanking on Wednesday by train. The Ministry of Communications has prepared two private cars for Mr. Sun, the Managing Director, and Mr. Golf, the Chief Engineer, who will leave together with their staff. It is understood that the British syndicate has only advanced an amount on loan sufficient to meet the expenses for the maintenance of the railway office and the making of surveys for one year. The syndicate seems to be experiencing difficulty in securing money for the railway owing to the European war.

Shanghai and St. Andrew's Day.
At a meeting of the Shanghai St. Andrew's Society it was decided that there be no celebration this year and that arrangements for a subscription be left to the committee, Captain Rea reminding them of Earl Kitchener's advice:—"Look after the women and children and I will look after the men."

Shanghai Journalist's Funeral.
The funeral of the late Mr. Wilkins, of the Shanghai Mercury, took place at the Bubbling Well cemetery on October 21 in the presence of a very large number of friends. The wreaths were numerous and showed the regard in which the deceased was held. Among those attending the funeral were representatives of all the Shanghai newspapers, the Customs, the shipping community, and the Freemasons, among all of whom the late Mr. Wilkins was very popular. The service was conducted by the Rev. A. J. Malpas, and the pall-bearers were: Messrs. R. D. Niesh, S. Hammond, J. W. Fraser, J. Morgan, A. W. Belyea and D. H. Dasher.

Chinese Rebels in Shantung.

It is reported that the Chinese rebels who have lately taken refuge in Dairen have, taking the opportunity of the Japanese investment of Tsingtau, associated with the bad characters and mingled themselves with the Japanese troops. A large number of these rebels have made their way into the interior. They are now said to be stopping at I-tien, Pingtu, Taimo and other places with a view to starting trouble when the time comes. The Japanese have declared that they would co-operate in preventing any uprising in China. Now that these rebels have mingled themselves with the Japanese troops, they are entirely under control of the latter. The Japanese will therefore have no difficulty in putting down these rebels with a single blow.—Peking Gazette.

Sir Richard Dane Decorated.
Peking, Oct. 18.—The announcement is made in the Government Gazette to-day that the first-class of the Order of the Rising Sun has been conferred on Sir Richard Dane in recognition of his services in connection with the reform of the Chinese Navy. On Tuesday the Emperor and Vice-Minister of the Navy will attend a reception of the State Council to explain the Government's policy with regard to Shantung.

NOTICE



NEW VICTOR RECORDS

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NAVAL NOTES.

Our Fleet Flagship and Its Staff.

There has never been a ship of the British Navy officered as is the Iron Duke, the flagship of Admiral Sir John Jellicoe, the Commander-in-Chief of the Home, Main or Grand Fleet, or whatever name the Admiralty may have decided to apply to our naval forces in home waters. There are in the first place two flag officers, Sir John Jellicoe himself and his brother-in-law and Chief of Staff, Rear-Admiral C. E. Madden. There is also a temporary flag officer, Commodore A. F. Everett, who is Captain of the Fleet and responsible under the Commander-in-Chief for the general efficiency of the Fleet.

The Iron Duke also carries two captains—R. N. Lawson, who commands the ship, and the recently promoted Roger Backhouse, Admiral Jellicoe's flag captain; while the other officers of the ship include five commanders (instead of the usual one), nine lieutenant-commanders, eight lieutenants (eight of whom of these two ranks together is the usual number), 11 midshipmen, 19 warrant and commissioned warrant officers, 12 accountant officers, six engineer officers, four medical officers, and five officers of the Royal Marines. Of course, the fact of the Iron Duke being the flagship, in which the whole work of organisation and direction has to be carried out, is largely responsible for the number of officers borne. The personal staff of Sir John Jellicoe accounts for four, and the General Staff absorbs another 22.

New River Gunboats.
Some surprise has been caused by the British Admiralty's purchase, on the outbreak of war, of the river gunboats which Messrs. Vickers were completing for Brazil under the names of Javary, Solimoes, and Madeira. Mention of the purchase has already been made in the *Globe*, but the details of the vessels were not given then. They are intended for river service, displacing 1,260 tons, and carrying two 6-inch guns forward and two 4.7-inch howitzers aft, as well as four 3-pounders; while protection is afforded against light projectiles by side armour two inches thick. The designed speed is 14 knots. All three were commissioned at Barrow on August 8.

Why the Admiralty should acquire craft of this description at the present time is a problem which may be solved later on. We used to have a few river gunboats on the Cape station for service on the Orange River and the Limpopo, but in recent years they have been maintained only in the Far East, where at the beginning of the war we had ten vessels of this class. They are probably there still, but the new Navy List gives no indication of the stations of ships.

Flag-Rank Promotions.
It is presumably owing to the war that the Admiralty are keeping in abeyance the promotion of certain officers whose advancement is due, though what excuse would be offered for this affair action one can only surmise.

FOR THE LADIES.

Madame CASULLI, the well-known Parisian dressmaker, is on her way back to Hongkong, after having made purchases for the winter season.

Owing to the detention of the "Miyazaki Maru" at Aden, she will arrive here on the 26th inst., with a lot of walking and evening dresses, trimming, novelty clothes, hats, etc., etc.

All these novelties, which represent the latest creations of the leading firms of Paris, will be exhibited at the PEAK HOTEL, on and after the 29th instant, from 10 a.m. to 1 p.m. and from 2.30 to 5.30 p.m.

The retirement of Admiral Sir Edmund P. on the 11th inst. should have given a step in rank to Vice-Admiral the Hon. Sir Stanley Colville, while the voluntary retirement of Admiral Sir Alfred Paget, announced yesterday, "in order to take up an appointment for sea service in the Royal Naval Reserve," should have promoted Vice-Admiral Sir A. M. Farquhar to full Admiral. These advancements not having been gazetted, the Admirals' list includes only ten names instead of the authorised twelve, and two officers are (to put it on the lowest plane) losing a pound a day to which they are entitled under the regulations governing promotion.

One result of this is that, for the first time for many years, the list of Vice-Admirals includes two brothers—Sir Arthur Farquhar, Admiral Commanding Coast, Guard and Reserves (who, being first from the head of the list, is due for promotion), and Richard Bowles Farquhar, Vice-President of the Ordnance Board, who is first from the bottom. Sir Lewis Bayly, who commands the First Battle Squadron, and held the acting rank of Vice-Admiral since December last year, is confirmed in that rank; and the next Rear-Admiral on the list for advancement is Sir George Patey, who commands what until the outbreak of war was known as the Royal Australian Navy, but which is now part of the great naval force at the disposal of the Admiralty.

The Naval Air Service.
Between August 1 and August 18 no fewer than 43 aviators came forward and were accepted for "temporary" in other words, war service—in the Navy's aerial wing. Besides the two gentlemen already mentioned, they include such well-known flying men as Mr. S. V. Sippe, Mr. F. K. McLean (the real pioneer of British naval aviation), Mr. J. E. B. Thornley, Mr. E. B. Bauman, Mr. Sidney Pickles, and Lieutenant J. C. Porte—who hoped by this time to have completed his great flight across the Atlantic. Another section of our naval forces which appears in the Navy List for the first time is the Motor Boat Reserve, more precisely referred to in the official publication under the heading of "officers holding temporary commissions in the R.N. Volunteer Reserve." There are 83 of these officers in all, of whom 74 have apparently placed a motor-boat at the disposal of the Admiralty, in addition to their own services.—*Globe*.

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Hongkong, 29th August, 1914.

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TO LET.—2 Canton Villas, Kowloon. Apply to—
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TO LET.—From 1st September 1914. In Canton, on Shamen Lot 55. The premises now in the occupation of the Bank of Taiwan, Limited.

The premises on Shamen Lot No. 36, now in the occupation of Messrs Purnell and Paget. Apply to DAVID SASSOON & Co., Ltd., Hongkong.

TO LET.—2 roomed Office 2nd Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

FOR SALE.

FOR SALE.—20 Foot Peak Wood Boat fitted with 10 H.P. Motor. Speed 6 to 7 knots. Apply "X.Y.Z." c/o "Hongkong Telegraph."

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NOTICES.



The most popular Virginia Cigarette sold in the Colony.
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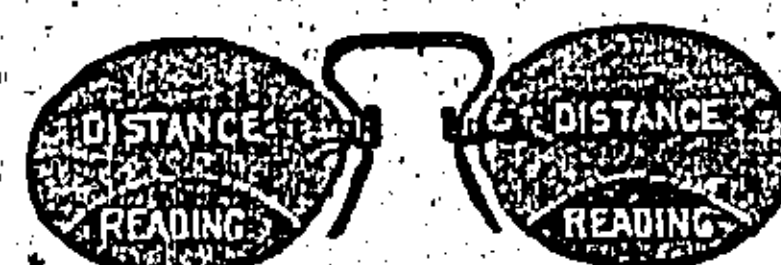


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If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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PURE, WHOLESOME & NOURISHING.



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THE NEW AND CERTAIN CURE FOR CORNS.

This preparation differs from, and entirely supercedes all the advertised plasors and solvents. It gives immediate relief and effects a speedy cure. It is not a caustic, but a solvent of the decayed cuticle; and will effect a cure where all other applications have failed.

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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$38 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameroon, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, TUESDAY, OCTOBER 27, 1914.

THE EMPEROR WILLIAM'S CRIME.

No British periodical, whatever may be its ordinary policy or politics, hesitates to lay the whole blame for the tragedy that is now being enacted on the shoulders of the Kaiser and his immediate advisers; and no Britisher worth the name can be found to own that his country is in any considerable way at fault in the matter. It is notable, too, that many of those papers and magazines which, under ordinary circumstances, pass for moderate and cosmopolitan, have, since war broke out, waxed the most virulent in their denunciations of the Kaiser, as well as in their prophecies for the future of himself and his empire. A case in point is the *Nineteenth Century*, which has recently published an article by Mr. J. Ellis Barker on "The Ultimate Ruin of Germany."

In this article the writer is extremely anxious that all should "carefully differentiate between the governing classes and the masses of the people" in Germany. He insists on what probably nineteenth-century us have felt all along; namely: that the war did not break out by the will of the people. "They were forced and driven into it," he argues. "They were and are still deceived and misinformed by their Government-controlled Press." He might perhaps have added that the present Kaiser, since Prince Bismarck ceased to have a voice in the governing of Germany, has made such a steady struggle to win despotic power that the bulk of the people have actually forgotten that Germany ever made even the slenderest pretence to being a limited monarchy. On paper the Czar's power is absolute, the Kaiser's limited; but in actual fact the positions are almost reversed.

The Kaiser has plunged Europe in war, then; has caused the blood of millions to flow needlessly; has flooded the world with anxiety and with poverty merely to gratify his own overweening vanity. Granted that he could have no conception of the immensity of the curse which he was laying on Europe; that he reckoned without his host, counting on Britain's refusal to be embroiled, and on a walk-over where France was concerned; granted, too, that, if some good fairy could wipe out the horrors of the last twelve weeks and place things once again in the position which they occupied before the war, he would be even more thankful than we—even then is the fact altered that his original intention was to increase his prestige, and perhaps his territory, while knowing full well that warfare—and particularly warfare of a modern and scientific nature—must bring death or ruin to an enormous number of quite unoffending persons? For the man who sets his own petty self-importance so much higher than the lives of his subjects—leave alone those of the nationalities, wherever he is at war—what punishment can be severe enough? This is the burden of the latter part of Mr. Barker's article. He makes no bones about the matter. According to him, the Kaiser "should be judged by the nations he has wronged, and should be treated as a criminal to the end of his days." He should certainly not be allowed to lead a life of ease and luxury, either in Germany or in another land. The colossal war which he has brought about is not only a crime against the German nation, but a crime against civilisation, against mankind; and the wronged nations should sit in judgment on him. "That they assuredly will do—even as they sat in judgment on a far greater man who was nevertheless no greater tyrant at heart. We only hope the memory of the said great man will not be insulted by his feeble imitator's being sent to St. Helena. Some more fitting place can surely be found for him when the day of reckoning comes."

Fire-fighting.

Hongkong's Fire Brigade is step by step being brought thoroughly up-to-date, and the latest indication of this fact is to be found in the announcement that a new motor fire engine and pump is to be secured at a cost of \$13,364. Experience with the present motor tender has shown its great advantages, and the new engine should prove a most valuable addition to the Colony's fire-fighting appliances. One aspect of its utility deserves special mention, and that is that the new apparatus will include a pump which will be of great service in the upper levels where the pressure of water is not sufficient to throw a high jet. The work of our fireman in the past deserves all the good that can be said of it, and it is only right and fitting, if we expect them to do their best, that they should be supplied with modern apparatus.

Kowloon's Claims.

This new engine is designed for work in the City of Victoria, but the time will come, with the growth of the settlement across the harbour, when the question of strengthening the Brigade on the Kowloon side will have to be given consideration. At the moment, of course, Hongkong, with its masses of buildings, deserves premier consideration; but, all the same, Kowloon's claims must not be lost sight of. Happily a fire in the European quarter is a thing unheard of at present, but we never know the day when an outbreak may occur. Hence should we be prepared for all eventualities. And, while on this matter the question of pressure in the mains must be borne in mind. If we are to judge from the manner in which the water feebly trickles through the pipes in most of the houses in Kowloon, the pressure is anything but what it should be.

UNMUZZLED DOGS.

Court Cases Show the Police Active.

Mr. D. E. de Souza, of Kowloon, was this morning, at the Police Court, before Mr. J. R. Wood, charged with allowing his dog abroad without a muzzle. The defendant said he gave the dog away early in the year, and the summons was adjourned sine die, to allow a summons to be brought against the new owner.

A Chinese charged with having a dog without a licence was fined \$5.

A similar penalty was ordered in the case of a Chinese living in Hollywood Road, who was charged with allowing his dog out without a muzzle.

Major Martin was fined a like sum for a similar offence, by Mr. Melbourne.

Mr. P. Kurze, of Kowloon, was summoned for keeping a dog without a licence, and for allowing it abroad without a muzzle.

The defendant said he was keeping the dog for a friend who had gone up to Tsingtan. All was done in a rush, and he did not know whether his friend had a licence or not. With regard to the licence, he was under the impression that the dog was too young to want one. It slipped out by the back door without the muzzle on.

Inspector Gordon said there was truth in the defendant's statement, and withdrew the first summons.

The defendant was fined \$5 on the second charge.

UNIVERSITY OF HONGKONG.

At the next matriculation examination, to be held in Hongkong on December 14, five prizes of one hundred dollars each, offered by Mr. Chan Kai-ming, Sir Paul Chater, Sir Charles Eliot, Mr. Ho Fook and Mr. Lau Chu-pak, will be awarded to the successful candidates who obtain the highest marks. The winners of the prizes may enter any faculty, but must join the University on January 3, 1915, and commence residence in quarters assigned to them.

DAY BY DAY.

"WHO WOULD BE FREE, THEMSELVES MUST STRIKE THE BLOW."

The Weather.

Lower level 8 a.m. Temp. 80; fine.

At the Peak 8 a.m. Temp. 71; fine.

The Mails.

Siberian Mail.—Due here tomorrow.

Canadian Mail.—Closed to-day at 11 a.m.

Canadian Mail.—Closed to-day at 1 p.m.

Siberian Mail.—Closed to-day at 3 p.m.

American Mail.—Closes to-day at 5 p.m.

Count the Columns.

Yesterday the *Telegraph* published 36 columns of solid reading matter. To-day there will be 36 published.

The Dollar.

The rate of the dollar on demand to-day is 1s. 3.7-16d.

Christmas and New Year Mails.

The Christmas parcel mail to the United Kingdom closes in Hongkong on November 5 at 5 p.m., while that for the New Year closes at 5 p.m. on the 19th prox.

Trade List.

Trade Enquiry List No. 28 has been issued by the American Consulate General of Hongkong. Connections are required by American exporters for many lines of goods.

Engineers' Meeting.

At 5.30 p.m. to-morrow a meeting is to be held at the Institute of Engineers and Shipbuilders to consider the formation of a special engineering section of the Volunteer Reserves.

Wounded Slightly.

Ip Wang, a Chinese male aged 42 years, has been admitted to the Government Civil Hospital, suffering from a wound in the head caused by the fall of a box which he was carrying down a flight of stairs.

Jewellery and Money Stolen.

Lau Tso-chau, manager of the Li Yuen oil shop, 264 Des Voeux Road West, complains that some person has stolen from his house in Kee Ling Lane a jacket worth 50 cents, containing 5 articles of jewellery valued at \$47.50, and \$84 in money.

Malta's Cargo.

The cargo shipped from Hongkong by the s.s. *Malta* included 200 bales of silk cocoon, 40 bales of raw silk, 484 half-cheses of tea and 23 chests of opium for London; 200 bales of waste silk for Manchester; and 60 bales of raw silk for Marseilles.

The Colony's Health.

The health return for last week was of a particularly gratifying character. There were no cases of plague and only one each of enteric and small-pox. The former ended fatally, and the latter was a non-fatal occurrence imported.

Poisoned by Antisept.

The body of a young Chinese married woman has been sent to the public mortuary from Chung Chan police station. It appears that the deceased, Wong Yui-ling by name, had drunk a quantity of antiseptic and had become unconscious. Police Sergeant Appleton, who was called in some hours later, administered an emetic, but the woman did not recover.

New Postcards.

We have received from Messrs. Kelly and Walsh a set of new postcards just published by this well-known firm, comprising six beautiful coloured views of Hongkong, from the latest photographs. They belong to Tuck's "Super Gloss" series, and, as their name indicates, they are finished with a highly-glazed surface. They should meet with a great demand, and are sure to make a wide appeal to friends at home.

Double Wedding.

An interesting double wedding took place yesterday at the Union Church, the parties being respectively Dr. J. Henderson Lamb and Miss Janet B. Watson; and Dr. W. Chalmers Dale and Miss E. M. Brodie. Both bridegrooms are on the staff of the English Presbyterian Mission in South China. Dr. Lamb being stationed at Changpu, Amoy, and Dr. Dale at Shanghang, Fukien. The ceremony was performed by the Rev. John Watson, father of one of the brides, assisted by the Rev. J. Kirk Macdonald.

NOTES ON THE CRISIS.

STUBBORN FIGHTING STILL CONTINUES.

Russia Once Again to the Fore.

Fierce fighting still goes on in the western theatre of the war without any very appreciable change in the situation. It is still on our extreme Left that the hardest blows are being exchanged, particularly round Lille and just over the Belgian border. It is here, of course, that the country is easiest for the enemy to traverse, and, perceiving that fact, the Germans are trying might and main to break through the Allies' lines. Inasmuch as our forces at this point have been reinforced, however, there is not much hope of the success of the operations. The enemy appears to have crossed the Yser canal between Nieuport and Dixmude, but a glance at the map will show that a force taking that line stands in distinct danger of being cut off, so long as we hold our position on the other side of the river. In any case the enemy is being kept quite close to the sea-coast, which is precisely where we wish to keep him. One very satisfactory development is that the Allies are at length beginning to make some progress in the Centre, where, owing no doubt largely to the hilly character of the country, the Germans have been extremely difficult to dislodge. Progress is reported north-west of Soissons and in the region of Craonne. On the right, too, the French are more than holding their own, the most noteworthy feature of the operations here being the satisfactory position now taken up by their heavy artillery in the Woivre region, which, we are informed, commands the German lines of communication with St. Mihiel, and looks like interfering with the line to Metz.

Russia's Good Work.

Turning to the eastern theatre, it is evident that the Austro-German forces are having decidedly the worst of the deal in their contact with the Russians, who now appear to have once again taken the offensive. The latest news from this quarter labels the German official report of the fall of Warsaw as something not far removed from pure imagination. A French statement issued just twenty-four hours before the circulation of the German story spoke of the enemy retreating south of the Polish capital, while later intimations—that is, subsequent to the issuing of the German circular—show how the Russians have driven off the Kaiser's troops and captured several important points in the locality. Desperate attempts have been made to stay the oncoming Russians, but these have only ended in the routing of the enemy with heavy losses. The Austrians have met with no better results, and an attempt of theirs to turn the Russian Left has ignominiously failed. So all along the line the Russians are putting the enemy to flight, and as they progress the consequences must have a distinct bearing on the situation in France and Belgium. Incidentally it may be recalled that the Austrians' task was to hold back the Russians until Germany could dispose of France and her Allies in the west and bring up her troops to the Austrian frontier. But now both the German and the Austrian forces are fighting for their existence.

Realising the Facts.

The report which came to hand over the week-end concerning the attitude of Turkey is sufficient indication that Germany is beginning to realise that the tide has turned against her. The favourable military situation of the Allies, coupled with the Russian successes, has caused Germany to renew her pressure on the Porte to fight on her side. Things must be looking black for the Kaiser when he has to call poor Turkey to his aid. What game is Turkey playing at, we wonder? One day she is all for Germany, the next she reassures the Ambassadors of the Entente that she will stick to neutrality at all costs. But, after all, it was ever thus with the Turks.

CABLE CENSORSHIP.

An Important Notification.

A Government Gazette Extraordinary issued yesterday contains the following notification:—It is hereby notified that on and after October 28th telegraphic addresses registered prior to July 1st, 1914, may be used as the address but not as the signature in telegrams (a) between any two places in British Territories including Egypt; (b) between each and any of the following:—British Territories including Egypt, Territory of allied countries, and the United States of America provided in all cases that either sender or addressee or both are resident outside Europe. In the case of banks authorised to send or receive remittance telegrams with one code word it will be necessary still to give the address in clear if sender is not a bank so authorised.

On and after the 1st of November the following codes will be permitted to be used in telegrams passing between the United Kingdom on the one hand and British Possessions and allied or neutral countries outside the European telegraphic system on the other hand:—A.B.C. 5th Edition, Scott's Code 10th Edition, Western Union Code and Lieber's Code. Messages in private or any other code not recognised will be stopped. Neither private supplements nor numerical equivalents of phrases in published codes are admissible. It should be remembered that groups or series of numbers and similar expressions (for example prices of stocks) are not necessarily admissible because they appear in code. If the decode would not have been passed by the Censors neither will the coded message be passed. In every case the name of the code used must be indicated on the form and no charge will be made for the transmission of the name of the code.

"CHUNG YANG."

Quaint Chinese Festival Observed To-day.

To-day is the feast when many of the Chinese will be seen wending their way towards the hills. Being the ninth day of the ninth moon, the day is termed "Double ninth," *Chung Chiu*, but as "nine" is taken as representing the Yang or male principle in Yih Ching, Ch'ien diagram, so this day is also called the Double Yang, or Chung Yang. It was on this day that Huan Ching was said to have been advised by his friend and tutor, Fei Ch'ang-fang, to quit his house with his family, and to ascend the highest hill, each with a bag containing some "Evodia Rutaecarpa" slung from the shoulder, and then to drink chrysanthemum wine on the top of the hill, in order to avoid the calamity which was going to overtake him (Huan) and his family. Having a complete trust in his teacher Huan obeyed, and when he returned in the evening, lo! the whole of his house was reduced to ashes, the dogs, chickens and cattle being burnt to death.

Now the Chinese make the day a holiday, and bring kites to the highest peak. As they fly these kites, they cut the string, so that, as they say, all ill-luck may fly away with the kites.

WONDERFUL FIGURES.

British "Annihilated" Twelve Over.

Bordeaux, September 15.

A reader of the *Journal La Suisse* calculates that, if the telegrams of the Wolff Agency are to be believed, the French have up to the present lost 880,000 men in killed and prisoners. The Germans claim to have captured 177 generals, 1,213 flags, and 11,982 cannon.

According to the Agency, the British Army has already been annihilated twice.

As for the Russians, the Germans claim to have made 800,000 of them prisoners and conducted them to Berlin.—Exchange Special.

WAR ITEMS.

Was It Suicide?

Lady Raymond West was in Germany when the war broke out. She has arrived in England after many troublous adventures and gives an entirely new version of the death of Prince William of Lippe who, according to German statements, fell a victim to his gallantry in raising a regimental standard to rally the Germans to the siege of Liege. Lady Raymond West says Prince William's cavalry regiment attacked in the dark another German regiment, almost annihilated it, and when day dawned and he discovered his error he shot himself rather than face the Kaiser's anger.

A Gift From Shanghai Welsh Ladies.

Mrs. Hoplyn Rees, wife of the President of St. David's Society, and eight other Welsh ladies of Shanghai are sending to their compatriots, the men of the South Wales Borderers, and to any Welsh sailors there may be at Tsingtan and Weihaiwei a present of 4,500 cigarettes, 200 tins of smoking mixture, forty hard plugs of tobacco and sixty-one pipes. This present has been received at the depot of the British Women's Work and will be forwarded at the first opportunity.—*N. China Daily News*.

Roumanian Sympathy.

Glatz, Sept. 15.—Great manifestations have occurred here in favour of the Triple Entente. An immense crowd, composed of all classes of the population, today paraded on the streets of the city, cheering for Russia, France and England. The German and Austrian consulates are guarded by forces of police.

Letters from the Front.

"The newspapers" which are offering to publish letters from the front are not likely to procure much information by that device, for the censorship is taking no risks. The story is being told of a woman in England who received a four-page letter from her husband. All that was left legible of it was the address and the final words, "With love to you and the kiddies." It must have been a very interesting letter. [We understand that the same fate has befallen some of the letters sent to Hongkong.]

The Emden—a Protest.

The Bengal Chamber of Commerce has addressed strongly worded letters to the Bengal Government regarding the exploits of the Emden in the Bay. It is pointed out that Calcutta, the most important port in the East, is absolutely unguarded so far as shipping is concerned, and it is asked that conveyance be provided for merchant vessels and a British cruiser detailed to protect the trade routes. Further representation on the same subject will be made by the Chamber to the Government of India.

German Prisoners give Trouble.

The *Daily Chronicle* reports insurrections of German prisoners in Edinburgh, where they are interned in the military barracks under a guard of Territorial. These prisoners are German navy men who were captured in Heligoland. Headed by a son of Admiral von Tirpitz, the prisoners made a desperate rush on the Territorial guards but all were secured and thereafter transferred to a keeping in Edinburgh Castle.

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THE SISTERS OF ST. PAUL.

The Old Cotton Mills to be Acquired.

The Sisters of St. Paul, generally known in Hongkong under the name of the French Sisters, have been associated with works of charity in this Colony from its early days, and have done much for the thousands of Chinese children who have been taken in, brought up, and instructed in their establishment at Wanchoi. From time to time the premises have been extended until now they occupy some 50,000 square feet and contain no less than 400 persons. The site, however, has become too limited for so many different works, and the removal of the cotton mills (Causeway Bay) to Shanghai has enabled the Rev. Mother Superior to purchase this large property, where the Institution will now be located. This is an acquisition which would have been impossible had it not been for the Hon. Sir Paul Chater, who kindly undertook all negotiations and brought them to a happy conclusion.

Although the buildings at Causeway Bay are marvellously adaptable for the different departments, a few modifications are necessary to the construction, and these will be commenced very shortly. The buildings are to be divided into five sections, which will be connected by verandahs. The sections will be:—

1.—The Convent for the Sisters and Novices.—This building, comprising two stories, will include two large work-room parlours, refectories for the Sisters and for the pupils of the European Boarding School, four dormitories, an infirmary, and 11 single rooms.

2.—The Institution (or College) for young European girls, which will contain the following:—Parlours, general study and recreation rooms, class rooms, music apartments, library and 3 dormitories. This establishment will be able to accommodate 120 boarders and 300 pupils.

3.—The Orphanage. This building will be organised to maintain 400 persons. The divisions will be as follows:—Kitchen, laundries, 2 refectories, 3 study-rooms, 2 work-rooms, dormitories; a section for the aged and infirm, one for the young (Chinese girls and one for the infants. In every part of this building, as in each one of the preceding sections, all necessities relating to modern hygiene have been carefully provided. The rooms are vast and well aired; and spacious interior playgrounds, with tennis courts, as well as exterior gardens, render the organisation complete.

4.—A modern Hospital containing 50 rooms septic and aseptic, operating rooms, lift etc. All patients sent in by the doctors of the Colony will be received in this Hospital, which will be directed by the Sisters of St. Paul with that skill and charity of which they have so often given proof in their present establishment. A garden will be attached to the hospital and will be reserved for the patients only.

5.—A small Church with a small Byzantine style of architecture. If this Church (which will be common to every section of the establishment) could be constructed in granite it would be a real artistic acquisition for the Colony, but the demand for materials of a costly nature cannot be met by the limited resources of the Rev. Mother Superior, and the church will therefore be one of brick and cement.

The works of construction and modification of the actual buildings will probably be terminated for the 1st of July 1915. This second and complete installation will give to the good works of the Sisters a character of added permanence.

The Panama Land Slide. Messrs. Shewan, Tomes & Co. are in receipt of their Shanghai office, of a telegram from New York, dated October 17, stating that if there is no further land slide in the Culebra Cut the Panama Canal will be clear for shipping in about a week.

TRAMWAY COMPANY SUED.

The Action by a P. W. D. Servant.

At the Summary Court, this morning, the case was resumed in which J. S. Chalmers, a surveyor in the Public Works Department, sued the Hongkong Tramway Co., Ltd. for damages for alleged wrongful imprisonment. The claim is for \$1,000.

The case for the plaintiff, as set out in the depositions, is that on May 29 the plaintiff, for reward to the defendants, travelled as a passenger on one of their trams from Causeway Bay to the General Post Office. While so travelling, it is alleged that the defendants, by their servant, gave the plaintiff into custody of a police officer on a false charge, then made by the servant, of refusing to pay his fare, through being unable to show the defendant's servant the ticket which he had bought for his journey, and caused the plaintiff to be wrongfully imprisoned in the public streets and in the Central Police Station for one hour.

The defendants, in their reply, stated that the plaintiff avoided and refused payment of the fare legally demandable, and that the plaintiff refused to state his name and residence, which were unknown to the defendants' inspector, when requested by the said inspector to do so, and that the plaintiff did not either deliver up the ticket or pay the said fare when required by the inspector to do so. These facts, the defendants claimed, were contrary to the Tramways Ordinance 1902 and the bye-laws made thereunder. The defendants further claimed that it was lawful for their servant to give a passenger into the custody of a police officer, in accordance with the said Ordinance and bye-laws. No servant of the defendants has authority from them to give a passenger into custody except in accordance with the Ordinance and bye-laws and if, which the defendants denied, any servant of theirs exceeded the scope of such authority, the defendants were not liable therefor. The defendants also denied that any servants of theirs preferred a false charge against the plaintiff or caused him to be wrongfully imprisoned.

Mr. F. C. Jenkin, instructed by Mr. P. W. Goldring, appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Harston, defended.

Inspector P. O'Sullivan, who was in the charge room when the plaintiff, ticket inspector and Indian constable arrived, was called on behalf of a plaintiff. The plaintiff came with the constable, who did not have hold of him. A complaint was laid, by the tramway inspector, but the plaintiff was not charged. Witness made a note of the complaint, but, after hearing the particulars, refused the charge and duly made an entry in the proper book, a copy being produced. Witness had the parties exchange their names and addresses. "The charge or complaint was that plaintiff had refused to produce a valid ticket. Witness asked the inspector for the ticket which the plaintiff tendered, and he was told he, the ticket inspector, had thrown it away on board the tram car."

The Indian constables were instructed that if a tramway inspector told them to arrest, it was their duty to do so. They were also instructed to assist the tramway inspectors to see that the tramway regulations were carried out.

Cross-examined, the witness said that under the instructions a constable was entitled to arrest if he suspected any offence had been committed, but of course he would have to use his discretion. In the course of the conversation the ticket inspector pointed out a section which had reference to not giving up a ticket, and directed witness to charge the plaintiff with failing to give up a valid ticket. Witness asked if the tramway inspector had enquired of the conductor whether the plaintiff had paid his fare. He replied that he had enquired, and that the conductor had said plaintiff had paid.

Mr. Potter:—But the section says nothing about payment; it only deals with not giving up a valid ticket; you had no option but to charge him? The Inspector:—Yes, I had. I have an option. It was a better way to make them exchange names and apply for a summons. It was not a case in which to look up a respectable European. The plaintiff, recalled, denied that any Chinese other than the tramway inspector asked him any questions. He denied that a Chinese asked him what had become of the ticket and that he replied it had blown away. The ticket inspector remembered boarding the car on which the plaintiff was, and asking him to produce his ticket. There were two Europeans on the car. Witness asked the plaintiff for his ticket and he handed witness a Shaikwan ticket. Witness said it was a wrong ticket and handed it back. Plaintiff searched his clothes, after putting the ticket on the seat beside him, but, not being able to find another ticket, told him it had been blown away. Witness told plaintiff he would have to buy another ticket, and plaintiff refused. Another Chinese, employed in the Tramway Company, was riding on the back seat. The other Chinese asked plaintiff to sign his name on a piece of paper which witness produced. Plaintiff refused and witness produced his book of the bye-laws. Plaintiff got very angry, would not look, and told him to go away. Arriving at the dockyard, witness saw an Indian constable about to board the car and asked the plaintiff to leave the car. Plaintiff refused. The constable came on the top deck, but did nothing, appearing not to understand Chinese. At the King Edward Hotel, witness asked another Indian constable to come on the car. Witness complained to the constable and asked him to tell the European either to produce the ticket or pay ten cents. The plaintiff refused to do either and the constable then asked him for his name and address; the plaintiff again declined. The constable asked him to get off the car, and he refused. On arriving at the Hongkong Hotel, the two Europeans got off the car. The policeman followed them and witness followed him. The constable again asked plaintiff for his name and address. Another refusal was given and witness said to the constable "I leave the matter in your hands." The constable asked him to go with the Europeans and himself to the station and witness went. At the police station the police inspector asked why he had come and witness said because the constable had asked him to come, and because the plaintiff would not produce a ticket nor pay ten cents. The inspector then read something out of a book, to the plaintiff, and asked witness what he wanted to do about it. Witness said the inspector could do as he thought best. Plaintiff was recalled. Mr. Potter:—Do you know Mr. Young, of Messrs. Shewan, Tomes and Co.?—Yes. Do you remember having an interview with him either on the day of the occurrence or on the day after?—Yes. Among other things did you not tell him that you had bought a ticket for that particular journey?—I don't remember telling him that. But that you could not find it when it was asked for?—No. Do you swear you did not say that?—Yes. I put it to you that you led Mr. Young to believe that although you had paid for a ticket you had lost it?—No. Mr. J. A. Young, an assistant manager in Messrs. Shewan, Tomes & Co., said that either on the day of the occurrence or the day after, the plaintiff came to him and complained that he had been given into custody by one of the Company's employees and demanded a written apology. Witness said he had had no report about the matter, but would communicate his complaint to Mr. Kennedy. Mr. Chalmers said he had been called on by the inspector to produce a ticket but he could not find it at the time it was required. He did not

DAIRY FARM NEWS

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BACON, CORNED PORK, CORNED BEEF.

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THE "DAISY" BRAND.

remember being informed that plaintiff handed a proper ticket to the inspector.

Mr. Jenkin:—It would be a curious thing that, if he told you he had lost his ticket, he had told a lot of other European gentlemen that he had given it up?—I don't know what he told other people.

It would be a curious thing if he told you something different from other people?—Yes.

Do you often get complaints in your office about people being run in for failing to produce tickets?—I don't think I have heard one before. It is certainly the first that has been made to me.

That shows how admirably the Company is run. If a man cannot produce his ticket, it is general y because he has lost it or because he cannot find it?—It may be; I know nothing of that.

It is not a highly technical matter. You do not produce it, not because of fraud, but because you can not find it?—It might be so.

The case was proceeding as we went to press.

Huge German Losses.

A member of the Red Cross who arrived at Middlekerke from Mons says that a German officer told him that in the fighting at Cambrai on August 28 the Germans lost 25,000 in killed. The canal between Mons and Conde was filled with bodies of the dead. The Germans pay high tributes to the unerring rifle fire of the British troops.

TO-DAY'S
ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 31st October, 1914, commencing at 11 a.m. at his Sales Rooms, Duddell Street. A Large Quantity of Wines, etc.

comprising:—
Champagne:—
DEUTZ & GELDERMANN.
DUC de MONTFORT.
MATHEUS MULLER "Extra"
Claret:—
CHAT. LATOUR.
CHAT. BRANE-CANTENAC.
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HOCHHEIMER, ERBACHER,
WILTINGER, REILER,
MEERINGER, BOCKSTEINER,
AUSLAGE, CANZEMER,
ZUCKERBERG, WEHLENER,
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Burgundy:—
CHAMBERTIN.
MACON.

also
HAUT SAUTERNE, CHAT.
YQUEM, VERMOUTH, BOLS,
LIQUEURS.

and
35 cases "De Villiers" Champagne.
25 cases John Begg's Whisky.
A Quantity of Cigars:—
comprising:—
PERFEOTOS, REINA VICTORIA, LONDRES, HIGH LIFE, VERA CRUZ.
On view now.
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TO LET.

TO LET.—No. 6, Morrison Hill, immediate entry. Apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO-DAY'S
ADVERTISEMENTS.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"MIYAZAKI MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivered as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before noon, today. Goods not cleared by the 2nd November, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 26th October, 1914.

UNIVERSITY OF HONGKONG.
MATRICULATION EXAMINATION.

NOTICE is hereby given that a Matriculation Examination will be held on the following dates:

December 14th to 19th. Arrangements will be made to hold the Examination at any town where a sufficient number of candidates offer themselves. Candidates must send in their names to the Registrar, with the fee, not later than November 14th, 1914.

Examination Fee \$10.00 (Hongkong Currency). Forms of Entry and all particulars may be obtained on application to THE REGISTRAR, The University of Hongkong.

HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd. NOTICE.

Having returned to the Colony, I have this day resumed charge. W. E. CLARKE, Secretary.

Hongkong, 27th October, 1914.

STOCKBROKERS' ASSOCIATION OF HONGKONG. NOTICE.

OWING to the postponement of the Shanghai October Settlement until November, the public is hereby notified that the Settlement of all transactions in shares bought from or sold to Shanghai will take place in November.

With the exclusion of the above, the Settlement of all transactions effected for the local October Settlement will take place as advertised, on the 29th October, 1914.

EDWARD H. RAYMOND, Secretary.

TO BE LET (Furnished.)

"TANTALLON" 144 The Peak—Barker Road level—3 Minutes from Tram Station. Apply GODDARD & DOUGLAS, Prince's Buildings.

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The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

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"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

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SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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Destination. Steamers. Sailing Date

MARSEILLES AND LONDON, via Singapore, Malacca, Penang, Colombo, Suez & Port Said. **Atsuta Maru** Capt. Yoshikawa T. 16,000 **WEDNES., 4th Nov. at 10 a.m.** **Yasaka Maru** Capt. Yamawaki T. 25,000 **WEDNES., 18th Nov., at 11 a.m.**

VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama. **Aki Maru** Capt. Noma T. 12,500 **TUES., 3rd Nov. at noon.** **Sado Maru** Capt. Asakawa T. 12,500 **TUES., 17th Nov. at noon.**

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane. **Nikko Maru** Capt. Takeda T. 9,300 **WED., 18th Nov. at noon.** **Hitachi Maru** Capt. Sato T. 16,000 **WED., 18th Nov. at noon.**

CALCUTTA via Singapore, Penang & Rangoon. **Hakata Maru** Capt. Kawashima T. 12,500 **SATUR., 7th Nov.**

BOMBAY via Singapore and Colombo. **Jinsen Maru** Capt. Terada T. 5,000 **THURSDAY, 29th Oct.**

NAGASAKI, Kobe & Yokohama. **Inaba Maru** Capt. Tominaga T. 12,500 **SUNDAY, 1st Nov. at 5 p.m.**

S'HAU and Kobe. **Kawachi Maru** Capt. Nakamura T. 12,500 **FRIDAY, 6th Nov.**

KOBE & Yokohama. **Miyazaki Maru** Capt. Teranaka T. 16,000 **TUES., 27th Nov. at d'light**

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PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	" 1st February
Kashima	20,000 "	" 23rd February
Mishima	16,000 "	" 11th March
Suwa	25,000 "	" 25th March
Atsuta	16,000 "	" 8th April
Yasaka	25,000 "	" 22nd April
Miyazaki	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	" 9th February
Yokohama	12,500 "	" 23rd February
Awa	12,500 "	" 9th March
Shidzuoka	12,500 "	" 23rd March
Tamba	12,500 "	" 6th April
Aki	12,500 "	" 20th April
Sado	12,500 "	" 4th May

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
H'HOW & H'PHONG	Kailong	28th Oct. at 10 a.m.
S'TOW, AMOY & S'HAU	Anhui	28th Oct. at noon
SHANGHAI	Yingchow	29th Oct. at 4 p.m.
W'WEI & TIENTSIN	Kueichow	1st Nov. at d'light
MANILA, CEBU & ILOILO	Teian	3rd Nov. at 4 p.m.

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MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

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Steamer	From	Enq. called on or about	For	Will leave on or about
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Tijmbang	S'HAU	2nd half Oct.
Tijmahl	JAVA	2nd half Oct.	JAPAN	1st half Nov.
Tijmbodas	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tijmanoeck	JAVA	1st half Nov.	S'HAU	1st half Nov.
Tijlatjap	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tijtaroom	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tijliwong	JAVA	1st half Dec.	JAPAN	1st half Dec.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed
Tenyo Maru	22,000 - 21 knots	From N'saki, Sat., 14th Nov.
Shinyo Maru	23,000 - 21 knots	" H'kong, Tues., 8th Dec.
Chiyo Maru	22,000 - 21 knots	" H'kong, Tues., 5th Jan.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver, by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

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Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Anyo Maru 18,500 - 15 knots. Wed., 2nd December.

Thence by TRANS-ANDREAN ROUTE to BUENOS AIRES.—
For Full Particulars as to Passage & Freight, apply to

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Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	27th Oct.	10th Nov., 10 a.m.
St. Albans	21st Nov.	18th Dec., "
Eastern	12th Dec.	8th Jan., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

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Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	W. C. Passmore	TUES., 27th Oct. at 1 p.m.
Haikang	A. E. Hodgins	FRI., 30th Oct. at 1 p.m.
Haikan	J. W. Evans	TUES., 3rd Nov. at 1 p.m.

FOR SWATOW.

Haikun	A. H. Stewart	WED., 28th Oct. at 1 p.m.
Haikun	A. H. Stewart	SUN., 1st Nov. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

LOG BOOK.

Oil Engines for Naval Purposes.

Though much has been expected of oil engines for the propulsion of naval craft, up to the present time most of the work of a practical nature that has been accomplished in this direction has been confined to vessels of the smaller classes. No application whatever has yet been made of the oil motor to the propulsion of battleships. Much experimental work has, of course, been carried out on land with engines of a type destined finally to be employed in battleships and similar vessels, but the fact that this work has been going on for the past two or three years gives some indication of the difficulties which have been experienced in the design and construction of large oil engines suitable for driving battleships. The propulsion of large warships by Diesel engines is at the moment quite out of the question. But while the marine motor is not as yet exercising any influence upon capital vessels, it is nevertheless becoming more and more important in relation to subsidiary craft, and its adaptation for more important purposes is probably only a matter of time.

The rapidity of the progress of the submarine is itself a proof of the great advances that have been made with the oil engine. It may be said at the present time that the limitations of submarines depend very largely upon the limitation of the oil engines for their propulsion. Although the size of submarines has increased greatly during the past few years owing to the possibility of constructing much more powerful engines suitable for their propulsion, it is generally agreed that the development that has occurred is small compared with that which is essential in future if the submarine is to reach that degree of importance in naval warfare that many authorities foresee for it. The largest and most modern types of submarine possessed by the three leading European Powers bear a remarkable similarity in their size and general effectiveness in warfare. They are for the most part equipped with Diesel engines of a total power in the neighbourhood of 2,000 h.p. on twin screws, except that in the case of one or two of the later French boats steam turbines are to be installed of perhaps slightly greater power.

In each country, however, urgent attempts are being made to evolve successful Diesel engines for submarine propulsion of much greater power than those which have hitherto been employed. The output now aimed at for each motor is 2,500 h.p., giving a total of 5,000 h.p. for the boat, with which, it is anticipated, a speed of about 20 knots on the surface will be attained, as compared with the maximum of 16 knots at present possible. At the same time the size of the vessels would be much increased, and it is hoped that by proper armament they would become much more important offensive weapons. These larger engines are actually under construction and are not merely paper designs; in some cases—for instance, in France—the boat itself has actually been laid down.

Too much importance, however, need not be attached to this point, as in the case of some of the earlier French submarines it was not until some two or three years after the boat was built that the oil engines were installed, owing to the difficulties that were encountered in their construction. But it is evident that ultimately these engines will be built in a satisfactory manner, and immediately this is the case, the size of the submarines and their speed will be increased considerably, and their advantages over the present designs will be so great as to render the existing craft almost obsolete. The oil engine is making headway in other directions than in submarines. Several countries have now one or two coastal defence gunboats which are driven by oil engines. One of the latest is a Dutch craft in which a remarkable engine installation has been carried out, consisting of an inverted V, 12-cylinder four-cycle engine of the "Werkspoor" type, driving twin screws, and running at about 350 r.p.m.

Systems, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.
ALEXANDER & CO.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
S' HAI, Kobe & Moji	Fooksang*	Thur., 29th Oct. at 4 light
MANILA	Yuensang*	Sat., 31st Oct. at 3 p.m.
MANILA	Loongsang*	Sat., 7th Nov. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsung" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtau.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.
 For Freight or Passage.

Apply to **JARDINE, MATHESON & CO., LTD.**
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice

"SHIRE" LINE SERVICE-HOMeward.

For	Steamers	Date of Departure
LONDON	Monmouthshire	4th Nov.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, V'VER, S'TLE		
TACOMA & PLAND	Glenroy	24th Nov.
VIA HONOLULU		

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
 For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.
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THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

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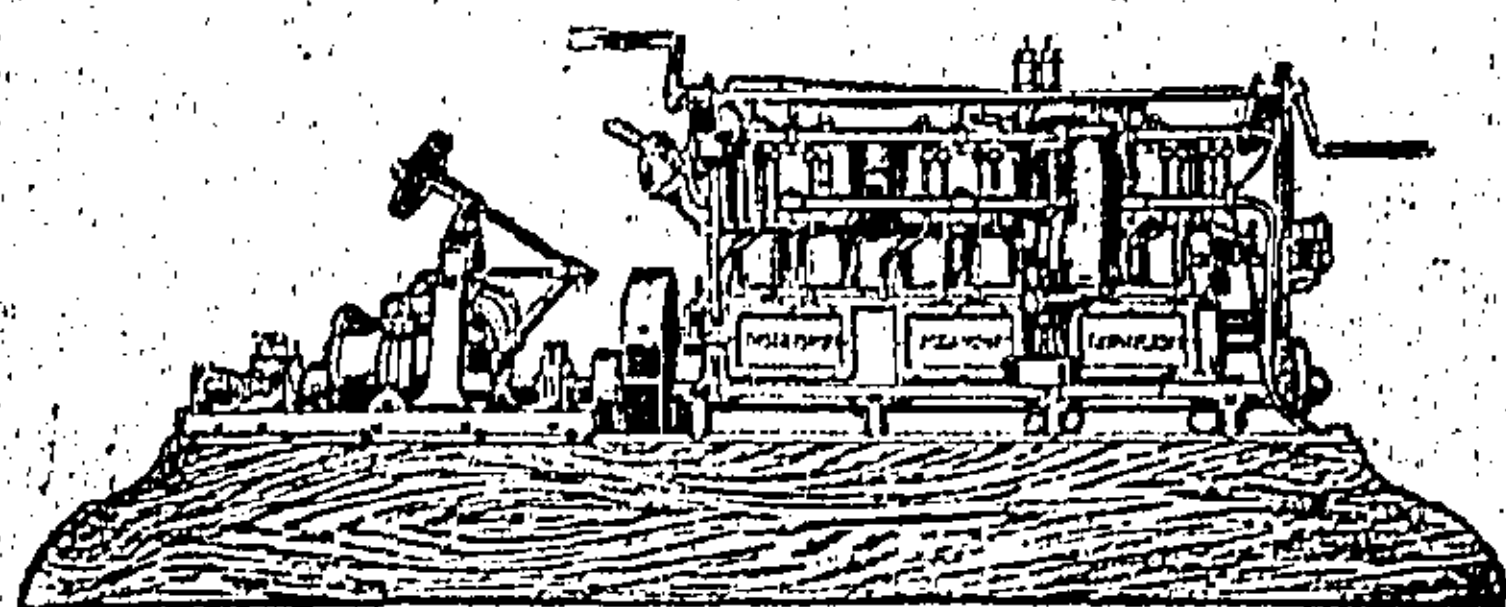
GRAVING DOCK 787 x 88 x 34'6"
 Pumps empty Dock in 2-3/4 hours.

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 displacement, providing conditions for painting ships with most
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
 HEAD CRANES throughout the Shops, ranging up to 100 Tons.
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
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PETROL & KEROSENE MARINE MOTORS 7-1/2
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TELEPHONE No. 221

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London & Genoa via S'pore, &c.	Candia	P. & O.	28, Oct.
Marseilles via Ports	Chili	M. M.	3, Nov.
London	Monshire	J. M. Co.	4, Nov.
M'les, L'don A'werp via S'pore etc.	Asuta M.	N. Y. K.	4, Nov.
Marseilles, Havre & Liverpool	Phenix	B. & S.	7, Nov.
Genoa, Marseilles and Liverpool	Achilles	B. & S.	20, Nov.

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	China	P. M. Co.	27, Oct.
Via, B.C., T'ma via K'lung, Japan	Tacoma M.	O. S. K.	29, Oct.
Via, B.C., S'tle via S'hai &c.	Aki M.	N. Y. K.	3, Nov.
New York via Suez Canal	Saint Fillans	J. M. Co.	6, Nov.
Victoria, Seattle, Tacoma, etc.	Cyclops	B. & S.	9, Nov.
San Francisco & San Pedro &c.	Hazel Dollar	R. D. Co.	10, Nov.
V'toria, B.C., & T'ma via S'hai &c.	Panama M.	O. S. K.	11, Nov.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.
Victoria, Vancouver, Seattle, etc.	Glenroy	J. M. Co.	24, Nov.
South America Line	Anyo M.	T. K. K.	2, Dec.
San F'co via S'hai & Japan &c.	Shiryo M.	T. K. K.	8, Dec.

AUSTRALIA.

Australian Ports via Manila	Changsha	B. & S.	30, Oct.
Australian Ports via Manila	Aldenharn	G. L. Co.	10, Nov.
Australian Ports via Manila	Hitachi M.	N. Y. K.	18, Nov.

SINGAPORE, COAST PORTS AND JAPAN.

Kobe and Yokohama	Miyazaki M.	N. Y. K.	27, Oct.
Nagasaki, Kobe and Yokohama	Inaba M.	N. Y. K.	1, Nov.
Poochow via Swatow & Amoy	Keljo M.	O. S. K.	18, Nov.
Tamsui via Swatow & Amoy	Dajin M.	O. S. K.	19, Nov.
Swatow, Amoy and Poochow	Haiyang	D. L. Co.	Q. desp.
Batavia, Cherbon, Samarang, &c.	Tijmah	J.C.J. L.	2, half O.
Java	Tjitarom	J.C.J. L.	F. half O.
Rhangoai	Tjilwong	J.C.J. L.	S. half O.
Shanghai	Tjipanaa	J.C.J. L.	Q. desp.
Japan	Tjipapook	J.C.J. L.	F. half N.
Shanghai	Tjibodas	J.C.J. L.	F. half N.
	Tjikembang	J.C.J. L.	Q. desp.

TO SAIL

REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

Regular Sailing for Boston & New York via Ports.

(Via Suez: With liberty to call at the Malabar Coast)

For NEW YORK via PANAMA

The s.s. "ATHOLL."

on or about 28th October.

For Freight (and further information apply to

DODWELL & CO., LTD.

Hongkong, 9th October, 1914.

Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. CHINA will leave this port at 12 o'clock noon on Tuesday, Oct. 27th for San Francisco, via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU, HOKATA MARU and KAMAKURA MARU have been withdrawn from the service, and their substitutes are not placed.

The T. K. K. s.s. ANYO MARU will next leave Hongkong on Wednesday the 2nd December.

CONSIGNEES

COMPAGNIE DES MES-
SAGERIES MARITIMES.

NOTICE

s.s. "ATLANTIQUE"

Consignees of Cargo in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 30th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Nov., 1914 or they will not be recognized.

All damaged packages will be examined on the 30th instant at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS,
 Agent.

Hongkong, 23rd October, 1914.

VESSELS IN PORT.

Steamers.

Chinhua, Br. s.s. 1,357, Finlayson, 16th Oct.—Manila, 13th October, Gen.—B. & S.

Salamia, Br. s.s. 1,400, P. A. Gardiner, 20th inst.—Singapore, 13th inst., Gen.—B. L.

Tacora Maru, Jap. s.s. 3,830, J. Hamada, 21st inst.—Manila, 13th inst., Gen.—O. S. K.

Shangri, Br. s.s. 1,228, Simons, 22nd inst.—Saigon, 17th inst., Rice—B. & S.

Cyclops, Br. s.s. 5,762, D. Arthur, 22nd inst.—Manila, 20th inst., Gen.—B. & S.

Toucer, Br. s.s. 5,816, W. Yarwood, 23rd inst.—Vancouver, Gen.—B. & S.

Waishing, Br. s.s. W. Hetherington, 25th inst.—Bangkok, 17th inst., Rice—J. M. & Co.

Solun, Norw. s.s. 885, D. Hovbrønder, 26th inst.—Bangkok, 17th inst., Rice—T. & Co.

Telemachus, Br. s.s. 1,350, Fraser, 26th inst.—Saigon, 22nd inst., Rice—Chinese.

Hongkong, Br. s.s. 743, A. Manguetta, 26th inst.—Haliphong, 24th inst., Rice—A. R. Marry.

Fooksang, Br. s.s. 1,937, L. H. Mitchell, 25th inst.—Singapore, 15th inst.—J. M. & Co.

Haliphong, Br. s.s. 1,267, W. C. Passmore, 25th inst.—Singapore, 24th inst., Gen.—D. L. & Co.

Aki Maru, Jap. s.s. 4,002, I. Noma, 25th inst.—Shanghai, 22nd inst., Gen.—N. Y. K.

Hanol, Fr. s.s. 729, Le Chevalier, 24th inst.—Haliphong, Gen.—A. R. Marry.

Wada Maru, Jap. s.s. 1,894, Asay, 24th inst.—Koolung, 27th inst., Coal—O. S. K.

Torridge, Br. 2,295, Carter, 25th inst.—Singapore, 19th inst., Coal—Order.

TIDE TABLE.

26th Oct., to 1st Nov., 1914.

Day	High Water	Low Water	Day	High Water	Low Water
26th	10.15	4.15	31st	10.15	4.15
27th	10.15	4.15	1st	10.15	4.15
28th	10.15	4.15	2nd	10.15	4.15
29th	10.15	4.15	3rd	10.15	4.15
30th	10.15	4.15	4th	10.15	4.15

TO SAIL

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"SAINT FILLANS"

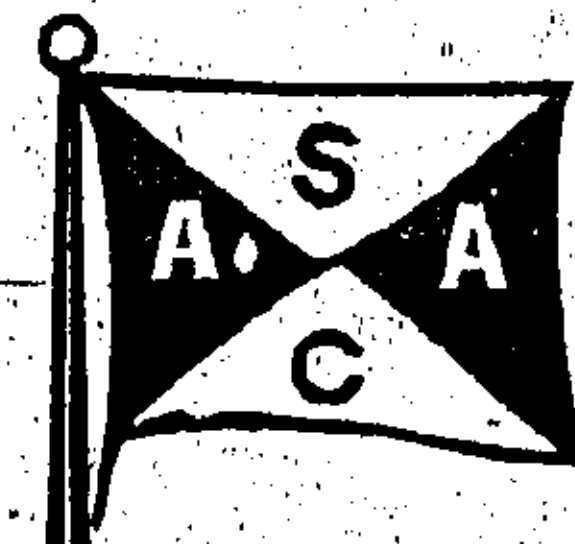
will be despatched as above on 6th November.

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914. General Agents.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

For New York via Japan Ports & Panama Canal.

For freight or information apply to

SHEWAN TOMES & Co.,
 General Agents.

Hongkong, 24th September, 1914.

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All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE WIDTH	DEPTH OVER SILL AT ORIENTAL SLIPWAY	SPRINGS	WRAPS
KOWLOON					
No. 1 Dock, Kowloon	200'	150' top bottom	10'	7' 6"	
No. 2 Dock, Kowloon	171'	141'	10'	7' 6"	
No. 3 Dock, Kowloon	154'	144'	10'	7' 6"	
Patent Slip, No. 1 Kowloon	240'	60'	15'	7' 6"	
Patent Slip, No. 2 Kowloon	220'	60'	15'	7' 6"	
TAI-KOK-TSUI					
Consolidation Dock	450'	81'	20'	7' 6"	
ABERDEEN					
Harbour Dock	420'	81'	20'	7' 6"	
Patent Dock	320'	64'	15'	7' 6"	

OFFICE: KOWLOON.
 Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

P. M. DYER B.Sc., M.N. 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, OCTOBER 27, 1914.

TO-DAY'S LATE WAR TELEGRAMS.

EX-COL. MARITZ WOUNDED AND DEFEATED.

GERMAN REPORT ON THE FIGHTING

Admits that Enemy Obstinately Hold Positions.

[Reuter's Service, To "The Telegraph."]

Many Prisoners Taken.

Oct. 27, 1.50 a.m.

The Press Bureau announces that the situation continues satisfactory.

The fighting is severe and continues so, but ground is being gained.

Many prisoners have been taken and one of our divisions has captured two guns.

A German Report.

Oct. 26, 11.20 p.m.

Reuter's correspondent at Amsterdam states that a Berlin communication says:—West of the Yser Canal the positions between Nieuport and Dixmude are still obstinately occupied by the enemy. The British Fleet co-operated but was forced back by heavy artillery. Three ships were hit.

We progressed south-west of Ypres and west and south-west of Lille.

During severest fighting the English suffered great losses.

French Repulse Enemy.

The French attacked desperately north of Arras and repulsed our offensive.

At Augustove we are progressing. The battle near Ivangorod is favourable, but no decision has been reached.

Maritz Flees, Defeated and Wounded.

Oct. 27, 2.50 a.m.

Maritz has been completely defeated. He is wounded and has fled into German territory.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber to-day.

There were present:—H. E. the Governor, Sir Henry May, K.C.M.G.

His Excellency Major-General F. H. Kelly, C.B.

The Hon. Colonial Secretary, Mr. C. Severn.

The Hon. Secretary for Chinese Affairs, Mr. E. R. Hallifax.

The Hon. Attorney General, Mr. J. H. Kemp.

The Hon. Colonial Treasurer, Mr. E. D. C. Wolff.

The Hon. Director of Public Works, Mr. A. F. Churchill.

The Hon. Capt. Supt. of Police, Mr. C. McIlwaine Messer.

The Hon. Mr. E. A. Hewitt, C.M.G.

The Hon. Mr. D. Landale.

The Hon. Mr. B. E. Pollock, K. C.

The Hon. Mr. Lau Ohu-pak.

The Hon. Mr. Wei Yuk, C.M.G.

Mr. M. J. Breen, Clerk of Councils.

Affairs of Alien Enemies.

The Hon. Attorney General moved the first reading of a Bill entitled An Ordinance to provide for the winding up of the affairs of certain alien enemies.

The objects and reasons state:—The object of this Bill is to provide for the winding up of the affairs of such alien enemies as may be ordered to quit the Colony or may be detained or may be absent from the Colony.

His Excellency said:—Since our last meeting it has been considered necessary, for reasons which I am not at liberty to state, that the German and Austrian communities shall leave the Colony or be interned. The result naturally is that their trading in the Colony must cease and that the businesses of the various firms who have been trading here under licence have to be wound up. This Bill is intended to give powers to begin that winding up and carry it through and you will understand that as the communities in question have to cease business in a very few days it is necessary with the utmost despatch to provide for the taking over of the businesses. Therefore I will ask you to-day to

pass the Bill in all its stages. There has not been a great deal of time for the consideration of the measure and it is possible that it will be necessary to amend it in certain particulars when experience shows us that it is inefficient in any particular. But we must begin the liquidation of the businesses at once, and therefore it is necessary that we should be armed with the necessary powers to do so.

The standing orders of the Council were suspended to allow of the Bill passing through all its stages.

The Hon. Attorney-General, in moving the second reading, said that certain enemy subjects had been ordered to leave the Colony. Others would be detained, and others who were absent from the Colony would not be able to return. It was therefore necessary that some provisions should be made for the winding up of their businesses and the personal affairs of such persons, and the Bill provided a scheme for such winding up.

After outlining the effect of the provisions of the Bill, the speaker said that there was the usual penalty clause. The rights of persons against the alien enemy were not to be affected by the Bill, which had been drafted at short notice.

The subject matter was novel and the usual assistance received from previous legislation had been absent. It was, therefore, not unreasonable to suppose that the Bill would require some amendment. It might require supplementary amendment but the emergency was such that provision must be at once made.

The Hon. Mr. Hewitt remarked that he had only had his copy of the Bill this morning and had had no opportunity of consulting with his colleagues on the matter. Speaking for himself, and on his own responsibility, he would say that they all recognised the urgency of the Bill. It must become law to-day. He pointed out that there had been the wide loophole by which an alien enemy might sell his business and get money which would be of service to him and there was a large opportunity for the alien enemy to have his business carried on for his benefit and at the same time they would not be able to put a stop to it. He gathered with respect to clause 6, sub-section 1, that it was understood that any British firm who could capture the trade of the alien enemy would not come under the terms of the section.

The Hon. Attorney General said that if a merchant was doubtful about any such matter he could always ask the permission of the Government.

The Hon. Mr. Landale asked how the Ordinance applied to leasees.

H. E. the Governor replied that that question had only been raised this morning and they had not had time to consider it. He would remind them that there were a great number of persons affected by the Bill and they were now prisoners of war. Whether the prisoners of war were compulsorily expelled from the Colony or not, these questions would have to be carefully considered and when they had come to a conclusion on the point it might be necessary to amend the Bill to make the law clear on the subject.

The Bill was then read a third time and passed. Council was adjourned until Thursday week.

LOCAL WEDDING.

This morning, at 11 o'clock, Mr. Frederick A. Mackintosh, of Mackintosh and Co., well-known in Hongkong, was married to Miss Mabel Osborne, who arrived in the Colony from Home yesterday by the s.s. Miyazaki Maru. The ceremony took place at St. John's Cathedral and was performed by the Rev. V. H. Copley Moyle. The bride was given away by Mr. L. L. Bridger, and Mr. H. E. Scriven acted as best man. A large number of friends witnessed the ceremony, including Mrs. Eustace, Mr. and Mrs. Chapple, Mrs. Dick Bridger, Mr. and Mrs. Frank Crawford, Mrs. Carmichael, Mr. and Mrs. Dism, Mr. and Mrs. Paine and Mr. and Mrs. Nicholls.

LATEST SHIPPING NEWS.

Arrived.

Manchuria Am. s.s. 8,750, A. Dixon, 27th inst.—San Francisco, Cal.—P. M. S. Co.

Passengers Arrived.

Persa, Manchuria from San Francisco etc.—Mrs. E. Beavis, Miss Joan Beavis, Rev. L. J. Beavis, E. Beavis, J. I. Boughnan, Mrs. L. M. de Bourbe, Rev. N. H. Carman, K. Chiu, Mrs. K. Chiu, Mr. & Mrs. H. F. Clark, P. Condi, Judge A. S. Coatsfield, Chun Toi, Mrs. Chun Toi, Miss Mary Dick, G. M. Duncan, Mrs. G. H. Duncan, Miss M. Duncan, Miss M. Duncan, Mrs. E. O. Eakin, P. A. Fulton, A. Givander, J. S. Hooper, Miss Harland, Mr. & Mrs. E. Howe, Mrs. L. Hayward, Lung Hing-jow, Mrs. M. C. Maxwell, Miss H. F. McQuire, Mr. & Mrs. McDonald, Master P. McDonald, Mrs. M. McKenzie, Rev. & Mrs. D. McRae, F. McWilliam, Rev. & Mrs. W. C. Miller, W. P. Miller, V. Moore, Mrs. L. Loh, A. W. Gordon, Miss H. Potts, Mr. & Mrs. N. T. Preston, Mr. & Mrs. M. B. Palmer, Master M. Palmer, C. Ruppel, Miss L. Russell, Rev. M. Revilla, R. W. Rice, Tam Shui-shim.

Housebreaking in Mercer Street.

Chan Chuk-ling, managing partner of a business carried on at 12 Mercer Street, notified the police that, at some time between the 25th and 26th of this month, some person entered the first floor of his premises by the verandah and stole a box containing 23 pieces of clothing, valued at \$89.

Theft at the Cotton Mills.

Mr. Harrop, manager of the cotton mills, reports to the police that, between 7 p.m. on the 25th and 5.30 a.m. on the 26th, some person entered the machine room at the mill and stole five leather bands which are valued at \$250. Some of the workmen employed on the premises are suspected.

neft and at the same time they would not be able to put a stop to it. He gathered with respect to clause 6, sub-section 1, that it was understood that any British firm who could capture the trade of the alien enemy would not come under the terms of the section.

The Hon. Attorney General said that if a merchant was doubtful about any such matter he could always ask the permission of the Government.

The Hon. Mr. Landale asked how the Ordinance applied to leasees.

H. E. the Governor replied that that question had only been raised this morning and they had not had time to consider it. He would remind them that there were a great number of persons affected by the Bill and they were now prisoners of war. Whether the prisoners of war were compulsorily expelled from the Colony or not, these questions would have to be carefully considered and when they had come to a conclusion on the point it might be necessary to amend the Bill to make the law clear on the subject.

The Bill was then read a third time and passed. Council was adjourned until Thursday week.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman, V. D., state:—

Musketry (Pt. 1 Trained men).

The Scouts Company will fire the above course falling in at the 600 yards firing point King's Park Range at 2.30 p.m. on Saturday 31st inst. and 9.0 a.m. on Sunday 1st November. O. C. Scouts Co. will arrange the detailing of his men for the two days.

Route March.—All Units, Scouts Co., trained men excepted, will attend a route march and field operations on Sunday next, the 1st November. Dress:—Khaki, shorts and puttees, shirt-sleeves. Haversacks and filled water-bottles will be carried. Two 10-rd. pouches will also be worn. Parade on Hongkong Cricket Club Ground at 8.0 a.m. There will be no evening parade on Friday, October 30th.

Parades.—Parades for tomorrow, Wednesday 28th instant, nil.

Detail.—On duty, Group 1 and Right Section M. G. Co. Officers on duty, Capt. Wolfe, Lt. Willson and 2nd Lt. Norington. Orderly Officer, Lt. Willson. To furnish Guard to-night, No. 2 Section Artillery Battery; to-morrow, Right Section M. G. Co. Orderly Sergeant to-night, Sergt. Frith; to-morrow, Sergt. Schepel.

Detail.—On duty, Group 1 and Right Section M. G. Co. Officers on duty, Capt. Wolfe, Lt. Willson and 2nd Lt. Norington. Orderly Officer, Lt. Willson. To furnish Guard to-night, No. 2 Section Artillery Battery; to-morrow, Right Section M. G. Co. Orderly Sergeant to-night, Sergt. Frith; to-morrow, Sergt. Schepel.

HONGKONG VOLUNTEER RESERVES.

Orders issued yesterday by Major Wakeman, Officer Commanding the Volunteer Reserves, state:—

"Musketry Instruction" will be carried out at Parades ordered for Tuesday the 27th and Thursday the 29th inst. Men will fall in by groups, as posted on the Notice Board at the Courts of Justice, at all "Musketry" Parades.

The attention of all ranks is called to H.K.V.C. Orders dated October 24 re the "Alarm." In case of the "Alarm" being given between 11 p.m. and 8 a.m., the H.K.V.R. will assemble at the following points:—Men living at the Peak, at the Victoria Gap end of Lugard Road; men living in Victoria, on the Road opposite the Parade Ground at H.K.V. Headquarters. Men living at Kowloon and Quarry Bay will be notified where they are to assemble, later.

Classes for Officers and N. C. O's on Wednesday 28th and Friday 30th inst., as ordered.

To-day's Orders.

Orders issued to-day by Major Wakeman, Officer Commanding the Volunteer Reserves, state:—

All ranks, Nos. 1 & 2 Coys., and all available men from No. 3 Coy. will go into Camp at Stonecutter's East on Saturday 31st inst. For those who can attend on Saturday morning, a launch will leave Blake Pier at 9 a.m. The remainder will parade on Blake Pier at 1.15 p.m. Dress:—Marching order, no ammunition.

2. A waterproof sheet and three blankets will be provided for each man.

3. Times at which daily service of launches will run will be announced later.

4. Musketry parades for Tuesday 27th and 29th inst. as ordered.

Bullion.

Messrs. Mocatta & Goldsmid's weekly circular dated London, September 18, states that "there has been very little business during the past week, and owing to the arrival of several American steamers, and the absence of Continental demand, the price has fallen away sharply to 23.13/16d., which we quote to-day. There is still a complete absence of any fresh business on Indian account, though the Monday report continues good."

ROYAL HONGKONG YACHT CLUB.

Arrangements for Opening the Sailing Season.

At a meeting of the Sailing Committee of the Royal Hongkong Yacht Club, held last evening, it was decided to open the sailing season on Saturday, November 7. The following events have been arranged:—

Cruiser Race, starting at 2 p.m. Course:—A line drawn from the Hongkong Club to a mark boat in the stream; Channel Rocks (port), Kowloon Rocks (port), Myer's East buoy (port); finishing line opposite the Royal Hongkong Yacht Club west to east.

Visitors' Race.—Open to boats of the Heyward Hays and Gael Class of the O.Y.C., starting at 3 p.m. Starting line, Royal Hongkong Yacht Club; Lyemun Beacon (port), Kowloon Rocks (port), Myer's East Buoy (port).

Motorboat Race.—Open to all comers, starting at 3 p.m. Course to be fixed later.

Ladies' Race.—Open to boats of the Royal Hongkong Yacht Club Handicap Class and one Design Class, starting at 4 p.m. Course:—Cust Rocks (star.), Kowloon Rocks (star.), Myer's East buoy (port).

The entries for these events will close at noon on Monday, November 2, and it is hoped that the Club will be strongly supported.

ALLEGATIONS AGAINST THE ALLIED TROOPS.

A Cautious Reply to German Emperor.

The text of President Wilson's reply to the German Emperor's personal message to the President accusing the French and British troops of using dum-dum bullets in the fighting in France was published by the New York Times of September 17.

Washington, Sept. 16.

The text of President Wilson's reply to the recent communication from the German Emperor follows:

I received your Imperial Majesty's important communication of the 7th and have read it with the gravest interest and concern. I am honoured that you should have turned to me for an impartial judgment as the representative of a people truly disinterested as respects the present war and truly desirous of knowing and accepting the truth.

You will, I am sure, not expect me to say more. Presently, I pray God very soon, this war will be over. The day of accounting will then come, when I take it for granted the nations of Europe will assemble to determine a settlement. Where wrongs have been committed, their consequences and the relative responsibility involved will be ascertained.

The nations of the world have fortunately by agreement made a plan for such a reckoning and a settlement. What such a plan cannot compass the opinion of mankind, the final arbiter in all such matters, will supply. It would be unwise, it would be premature, for a single government, however fortunately separated from the present struggle, it would even be inconsistent with the neutral position of any nation which, like this, has no part in the contest, to form or express a final judgment.

I speak thus frankly because I know that you will expect and wish me to do so as one friend speaks to another, and because I feel sure that such a reservation of judgment until the end of the war, when all its events and circumstances can be seen in their entirety and in their true relations, will commend itself to you as a true expression of sincere neutrality.

WOODROW WILSON.

GERMANS IN BELGIUM.

Prussians & Bavarians Quarrel.

Amsterdam, September 15.

The *Nieuws van den Dag* learns from its Ghent correspondent that the German garrison in Brussels has been strengthened and now numbers 6,000. Mitrailleuses have been posted on the Boulevard du Jardin Botanique and in front of the north and south stations. The sale of Belgian provincial newspapers is strictly prohibited, and it is reported that Belgians carrying such papers are liable to be shot at sight.

The special correspondent of the *New York Herald* telegraphing from Antwerp on Monday, says the Germans are evacuating Brussels. He adds that he is informed that the proclamations signed by Von der Goltz announcing the impending evacuation of Brussels were posted on Sunday night in the streets of the Belgian capital.

When Thieves Fall Out.

The correspondent further heard that at Etterbeek, near Brussels, a fight occurred between Prussian and Bavarian soldiers and that 30 men were killed, but he could not verify the story. If true, however, it would indicate nothing more than a revival of the old antagonism between Prussians and Bavarians.

Traffic between Brussels and Ghent is still interrupted.—Reuter.

The quarrel between the Bavarians and Prussians is explained in the following telegram:—

Amsterdam, September 16.

Regarding the incident which occurred at Brussels between Bavarian and Prussian soldiers, the following details have been received here:—

The Bavarians showed sympathy for Queen Elizabeth, who is a Bavarian. The Prussians became enraged, and a conflict took place in the Grenadiers' barracks between Bavarians and Prussians. Twelve Bavarians were killed. The others are confined to barracks at Etterbeek.

White Flag Scandal.

At Haecht the Germans threw down their arms and displayed a white flag. When the Belgians approached hidden mitrailleuses opened fire upon them.

Cardinal Mercier has arrived at Antwerp.

The Antwerp Medical Corps has drawn up an official report respecting cases of Belgian soldiers who died in hospital from wounds inflicted by dum-dum bullets.—Central News.

Bridge Blown Up.

Ostend, Sept. 15.

The railway bridge with three tracks over the River Dendre at Alost, which was only partially destroyed by the Belgian engineers last Saturday in an attempt to cut the communications between Antwerp and Brussels, was entirely demolished by the Belgians yesterday.

The operation was carried out without previous notice being given, so as to prevent interference by the enemy. The houses in the neighbourhood were severely damaged.

Dum-Dum Bullets.

Eschen, September 15.

I am authorised by the Belgian authorities to state a Belgian infantry soldier died to-day in the Belpaire Hospital at Antwerp as a result of a wound which would have been blighted had it not been caused by a German dum-dum bullet.

The case has been recorded on behalf of the Belgian Government by doctors and several English Red Cross nurses.—Exchange Special.

BELGIAN REFUGEES.

Widespread Movement of Sympathy.

Great Britain, her Colonies, and the United States are all rallying to the help of stricken Belgium. The Government has now accepted responsibility for the reception, maintenance, and registration of refugees arriving in London, and, with the object of facilitating their distribution throughout the country, the President of the Local Government Board has invited the mayors of all large boroughs (outside London and not in a "prohibited area") and the chairmen of county councils and large urban district councils to form local sub-committees for the purpose of ascertaining whether any persons in their district would be willing to offer hospitality to Belgian refugees.

Those committees, when formed, will become the recognised authorities for the reception and allocation of all refugees within their area, and will be asked to communicate direct with the War Refugees Committee, General Buildings, Aldwych, the body responsible for their distribution from London to the various local centres.

This arrangement applies only to destitute persons. In addition to these, however, many educated persons of good families, who have lost their homes and their employment through the war, are seeking refuge in this country. Offers of homes are invited where these persons will be received as guests until they may return to their own country.

A correspondent writing to the *Melbourne Age* suggests that if men folk should accompany Belgian women to Australia they could be settled in village communities where, with private and Governmental aid, they might rapidly become self supporting and prosperous.

The Premier of Nova Scotia, Hon. G. H. Murray, has issued a stirring appeal to Nova Scotians on behalf of the people of Belgium.

It is intended to send a steamship, loaded with provisions and clothing direct to Belgium, as a token of the appreciation of the Nova Scotians of the Belgians' gallant battle in the cause of freedom.

American Help.

New York, Sept. 18.

At a meeting of British subjects held yesterday evening, at the British Imperial Club, plans were formulated for conducting a campaign for the collection of a relief fund which will be partly added to the Prince of Wales' Fund and partly used for the relief of the families of British subjects in this country.

The chairman of the meeting, Mr. John Kenna Lawson, stated that auxiliary funds would be started in other American cities, and entertainments and benefits would be held to swell the receipts. Arrangements would also be made to co-operate with the Belgian, Russian, and French relief funds in the United States for the purpose of forming an allied federation.—Reuter.

To Relieve Distress in Wales.

New York, September 17.

The Pittsburg St. David's Society has issued an appeal to every member of the Welsh community in the United States on behalf of a fund to relieve distress in Wales caused by the war. The committee will remit the donations to Mr. Lloyd George for allocation.—Central News.

Shanghai Sumatra Tobacco Co.

The general agent of the Shanghai Sumatra Tobacco Co., Ltd., has received the following telegraphic advice from the Deli Maatschappij, Amsterdam: "Sold remaining 1,405 bales tobacco at Guilders 0.354."

DIARY OF WAR.

COUNTRIES AT WAR.

Germany against	Britain.
"	Russia.
"	France.
"	Belgium.
Austria against	Serbia.
"	Russia.
"	Britain.
"	France.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shot fired by Russian frontier patrol on Germans near Przekon; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Servians and

Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigstein and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are *hors de combat*.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tongres.

August 13.—Belgians hold their own in first engagement in the open at Haeselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haeselt. German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Othain; regiment of Dragoons annihilated.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Haeselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Cirey. Cannonade heard at Tullefont; believed to be beginning of the great battle. Germans endeavouring to envelop extreme left of Allied Forces. Russians victorious on the Dniester; Fourth Austrian Infantry and First Cavalry Regiments annihilated.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Badua, sinking two ironclads and setting fire to another.

August 17.—Big battle proceeding at Schabatz; rumours of a Serbian victory. Kaiser leaves Berlin for Mainz with Headquarters Staff. French troops advancing all along Alsace-Lorraine. Russians enter Austria by upper course of the Bug and Styria. French Fleet sweeps Adriatic as far as Cattaro. Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Servians rout Austrians near Schabatz, annihilating three Regiments. German Crown Prince reported wounded and in hospital. French troops making methodical progress in Alsace-Lorraine. Germans entrenching along Belgian battle front. Belgian Royal Family and Government move to Brussels.

August 20.—Majority of Italian cabinet said to favour intervention on the side of the Triple Entente. Russians occupy Gumbinnen, capturing twelve guns and many prisoners. German forces cross the Meuse between Liege and Namur. French forces reach Moerschingen, south-east of Metz. French occupy Guebwiller, in Alsace. Russians enter East Prussia and occupy Lyk. French reoccupy Mulhausen at the point of the bayonet. Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians rout Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 24.—French Foreign Minister announces that contact has been established between the forces all along the line without advantage to either side. Japan begins bombardment of Tsingtau. Russians occupy Arys, west of Lyk. Servians clear the country at Loznitz, Leshnitsa and Schabatz, defeating Austrian column. Servians ready to cross the Save and invade Hungary. Belgians clear country around Antwerp. Big battle in progress between allies and Germans; Earl of Leyen dangerously wounded. Namur falls to Germans. Charleroi taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 27.—French continue to advance between the Vosges and Nancy. Russians occupy Allenstein and continue their advance.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Romanoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Koenigsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—List of British casualties published. Details:—Officers killed, 36; wounded, 67; missing, 95. Men killed, 127; wounded, 629; missing, 4,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hailoz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 200,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea; the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting British casualties total 15,000 and German losses three times that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawarska, and convert Galicia into Russian Provinces. British casualties to date:—Officers: killed, 63; wounded, 162; missing, 230. Men: killed, 212; wounded, 1,061; missing, 13,413. Germans retire before the British and cross the Marne.

September 10.—Forces of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herberstahoe, German New Guinea. French troops occupy Soissons and Lunville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties, 20,000 men at Nancy and 11,000 men at Lunville.

Sept. 14.—Germans evacuate Amiens and give way at Revinny and Brabant-le-roi. Crown Prince's Army driven back.

French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Rawarska, and occupy Czernowitz. Servians defeat 90,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser *Hela* was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven further back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findley is killed. Sixteen hundred German prisoners landed in England.

Sept. 17.—Germans held in their retreat and take up entrenched positions; Battle of the Aisne begins. Austrian armies evacuating Galicia, in a state of complete rout. Announced that Government of India bears cost of Indian Expeditionary Force.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships *Aboukir*, *Cressy* and *Hogue* sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tsingtau.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Forces.

Sept. 28 and 29.—Battle of the Aisne continues. Allies beat back severe attacks by the enemy. Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported halting at Buda Pest.

Oct. 1.—Announced that H.M.S. *Cumberland* has captured nine German liners and one gunboat in Cameron River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter-measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Czar leaves for the front. Big battle continues in France. Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Tsingtau, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser *Cormoran* and two gunboats sunk in Kiauchau Bay. Big battle still proceeding, fighting becoming

increasingly violent. Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris. Oct. 13.—Commando under Colonel Matitz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive; "real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. *Yarmouth* sinks the *Markomannia* and captures the *Pontoporus* (Emden's supply ship) off Sumatra.

Oct. 15.—Allies make further progress, occupying a line from Ypres to the sea. H.M.S. *Hawke* sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast. Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser *Waldeck Rousseau* sinks Austrian cruiser off Dalmatian coast.

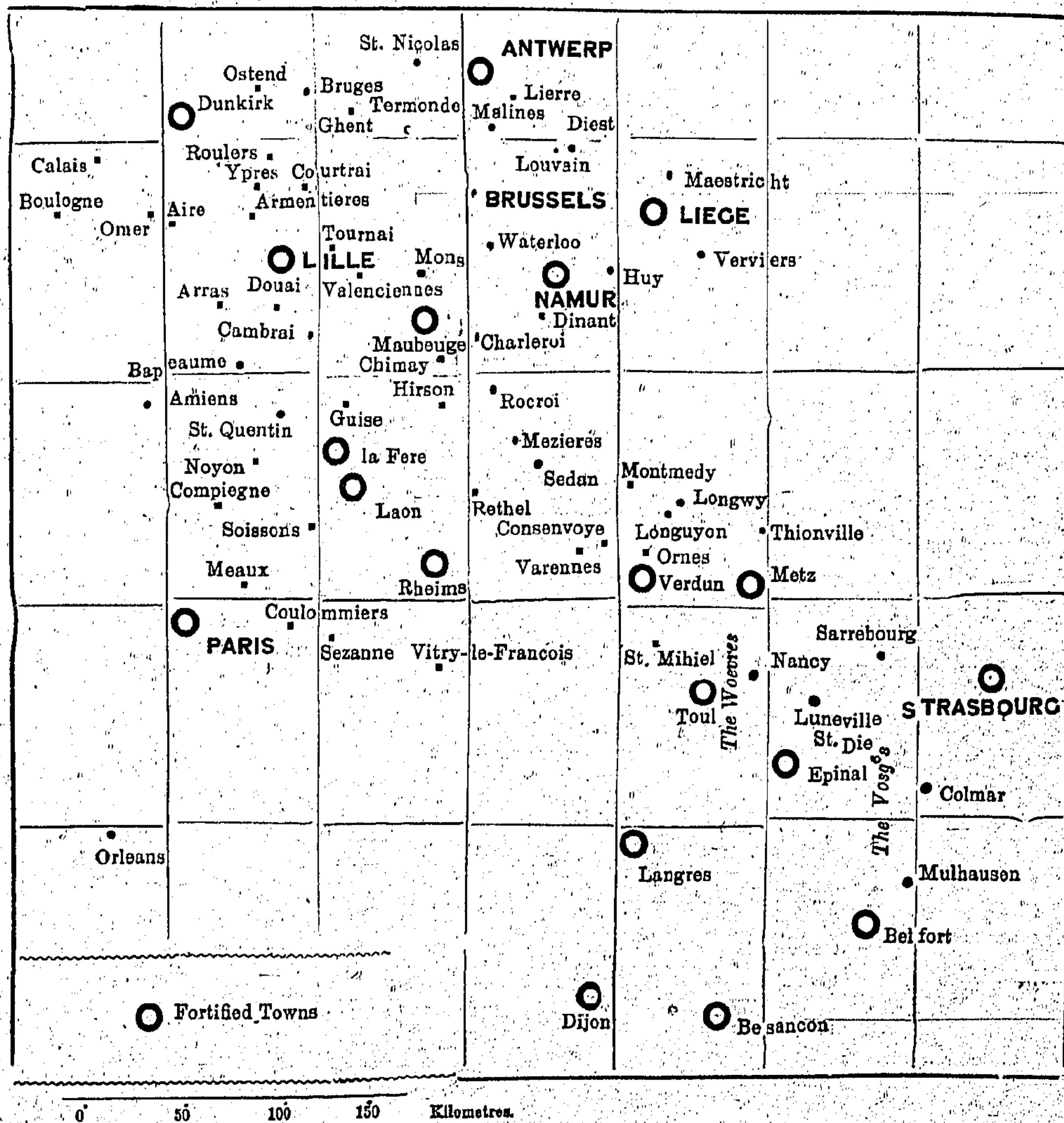
Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries.

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advice is to the effect that the great battle continues all along the line. The allies have made good progress at many points. The Germans have been expelled from their positions around Lille and thrown back across the Belgian frontier, while the Allies occupy a line from Ypres to the sea and have advanced as far as Roulers. Violent fighting continues. A British naval fleet off the Belgian coast is bombarding the German flank.

THE KIEL CANAL.

A Part of Bismarck's Scheme.

The *Globe* naval correspondent writes:—

To judge from the success with which the German Navy has concealed itself—with the sole exception of the *Geben* not one of its big ships has been seen or heard of since the war began—the Kiel Canal is one of the few military enterprises undertaken by our enemies which is giving anything like a return for the money spent on it. It used to be claimed by German naval strategists that the canal doubled the potential value of their navy, inasmuch as it would involve an enemy in the necessity for covering both the Bight of Heligoland, into which the cutting debouches on the North Sea side, and also the passages leading into the North Sea from the Baltic. But this claim has so far been falsified by events. Instead of increasing the mobility of the German Fleet, the Kiel Canal seems to have served the purpose of rendering it indefinitely immobile. The ships could certainly not find a much safer retreat than in the 62 miles of waterway which separate Brunsbüttel from Holtenau.

Sometimes known as the Baltic Ship Canal, and more frequently as the Kaiser Wilhelm Canal, this work was begun in 1887, and was part of a scheme which Bismarck had long cherished for connecting Kiel Harbour with Emden, the most westerly point on the German littoral, by means of a great waterway enabling squadrons and flotillas of warships to traverse the whole coastline secure from seaward interference. What we know as the Kiel Canal is the only part of this work which has been carried through, although Wilhelmshaven and Emden are joined by a small canal through which torpedo craft can pass. The construction of the Kiel waterway was completed in 1895, and in June of that year a large international fleet assembled at Kiel for the opening ceremony. This occurred on June 20, when the German Emperor, in the imperial yacht *Hohenzollern*, steamed through from the North Sea end at the head of a fleet of twenty-three ships.

At a banquet following the opening of the Canal, the Kaiser, knowing full well (as did his guests) that the work was primarily a military measure of the first magnitude, delivered himself as follows:—"The participation in our festivities of the Powers whose representatives we see among us, and whose splendid ships we have to-day admired, I acknowledge the more readily as I believe I am right in perceiving therein a complete vindication of the efforts we have always directed towards the maintenance of peace. Germany will range the work inaugurated to-day on the side of those accomplished in the service of peace, and will esteem herself fortunate if the Kaiser Wilhelm Canal in this sense furthers and strengthens our friendly relations with the other Powers. I drain my glass to the welfare of the friendly sovereign Powers." Germany no longer admires our "splendid ships," preferring to respect them at a distance; and the world is not likely to forget in a hurry the part which Germany has played in fulfilling the "mission of civilisation."

As originally constructed, the Kiel Canal was 291 feet deep, with a width of 72 feet at the bottom and 200 feet at the top, and so it remained until the coming of the Dreadnought. The enormous increase in the size of ships made it immediately apparent that in the altered conditions the Kiel Canal could no longer discharge its strategic functions. Germany's last Dreadnoughts were 358 feet long, and 72 feet in beam, with a mean draught of 25 feet; but her first Dreadnoughts advanced to a length of 452 feet, a beam of 89 feet, and a draught of 28½ feet. It was therefore decided, though with considerable reluctance, to enlarge the canal so as to make it navigable for the new type of warship. The work was taken in hand in 1909 and was completed as recently as June 24 last, when the Kaiser again steamed through in his yacht, though this time without any international accom-

KOWLOON'S NEW GARAGE.

The Dragon Cycle Company have established a new branch garage in Kowloon, at 26, Nathan Road, where they have an up-to-date service of cars either for hire or purchase. There are cars suitable for two people, while in others parties of four or six can be accommodated at very reasonable rates. "One point which may be mentioned is that no extra charge will be made for picnic parties who desire to keep a car a couple of hours standing while they go sight-seeing. Prompt service is guaranteed and only experienced and capable drivers are employed, all under the personal supervision of a European. The roads to Yau-mat, Kowloon City, Shatin and Tai-po offer splendid facilities for motoring, and the tired and jaded business man in need of relaxation after a hard day's work can spend a couple of enjoyable hours in the country at a very modest outlay.

The work was just completed in time to enable the fleet to make use of it in the war. The depth was increased to 38 feet and the width was doubled, while many of the sharper curves in its course were straightened out to permit the passage of the eighth-of-a-mile battle-cruisers projected for the fleet. This enlargement is estimated to have cost £11,150,000, as compared with the £7,800,000 which the original work is said to have cost. In the latter case, however, the actual figure was considerably higher.

Both entrances to the Canal are provided with a double lock, the object of which is simply to neutralise the effect of tides, since the sea-level is the same at either end. There are eight enormous sidings where ships may pass, though these are obviously less necessary now than before the enlargement. The four largest of these sidings have a width of 538ft., and a length of 3,050ft., and at these places all but the longest ships in the Navy could be turned round with comparative ease. In these sidings the whole of the German Navy could be comfortably accommodated; by which, however, it is not intended to suggest that our enemy's fleet has actually sought their shelter. The highest speed allowed in passing through the canal is 15 knots, and that only in the case of small vessels, the average time taken in the run from sea to sea being about nine hours.

The northern end of the Canal debouches into the "Reichs-Kriegs-Hafen," or Imperial War Harbour, of Kiel, about four miles from the head of the fiord and on the western side. Kiel is the German Portsmouth, and is defended accordingly, powerful batteries lining both sides of the harbour. The heaviest batteries are those of Friedrichsort, about two miles below the canal entrance, which are supported by others of only slightly less power at Laboe and Moltenort, on the other side of the harbour, which at this point is from 1,500 to 2,000 yards across, and therefore capable of being swept by all calibres of guns.

The southern end of the canal, which issues near Brunsbüttel, is some distance up the Elbe and ships of any size can only approach it by means of a narrow channel close to the strongly fortified southern bank of the river. The jut of land upon which Cuxhaven stands has been described as the most strongly fortified district on the whole German coast, and a ship with a draught of more than twenty feet—that is, anything bigger than a second class cruiser—is compelled by sandbanks to keep within 2,000 yards of the coast for a distance of over twelve miles. Brunsbüttel itself is strongly fortified, and is equipped with two docks and a large fuel depot.

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SANDAKAN & SEBATTIK.

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consigned letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consigned letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere on route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried by the licensed Hongkong & Canton Steamship Company.

UNTIL FURTHER NOTICE THE NAMES OF THE VESSELS BY WHICH MAILS ARE FORWARDED WILL NOT BE ADVERTISED IN THE MAIL NOTICES.

CORRESPONDENCE (INCLUDING PARCELS) IS BEING DESPATCHED AS AN OPPORTUNITY OFFERS; BUT ALL SERVICES ARE IRREGULAR AND UNCERTAIN AND ALL CORRESPONDENCE IS LIABLE TO DELAY.

THE PARCEL POST SERVICE TO FRANCE IS SUSPENDED UNTIL FURTHER NOTICE.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKAGES, THE POST OFFICE CANNOT GUARANTEE FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPTIAN STEAMERS, IS RESUMED FOR ORDINARY PARCELS ONLY—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

THE PARCEL POST SERVICE TO THE UNITED KINGDOM IS IN FULL WORKING ORDER IN BOTH DIRECTIONS BY THE LONG SEA ROUTE.

THE PARCEL POST SERVICE TO EGYPT AND CERTAIN COUNTRIES MENTIONED, SERVED BY EGYPTIAN STEAMERS, IS RESUMED FOR ORDINARY PARCELS ONLY—CRETE, CYPRUS, GREECE, SYRIA, TURKEY, ITALY, ALGERIA, TUNIS, SWITZERLAND AND (LYBIA) TRIPOLI.

A late mail for Swatow, Amoy & Fuchow will be closed at 11 a.m. on Friday the 25th ult., is due to arrive here to-morrow.

War risks are not covered by postal registration or insurance.

The service to Tientsin is suspended.

The Public are informed that the Christmas Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on the 5th of November 1914.

The New Year Mail will be closed at 5 p.m. on the 19th November.

Insured parcels will only be accepted for the United Kingdom. The above date of departure are liable to alteration.

The mail from London (via Siberia) of Friday the 25th ult., is due to arrive here to-morrow.

MAILS DUE.

Siberian, 23rd inst.

MAILS CLOSE TO-MORROW.

Holhow, Halphong & Pakhol 29th inst. 9 a.m.

Philippine Is. 28th inst. 9 a.m.

Swatow, Amoy, Shanghai & N. China 28th inst. 11 a.m.

Swatow 28th Oct. noon.

Bangkok 28th Oct. 1 p.m.

Japan via Kobe 28th Oct. 2 p.m.

Shanghai North China & Japan via Kobe 28th inst. 4 p.m.

Swatow, Amoy, Formosa via Takao & Anping 28th Oct. 5 p.m.

THURSDAY, 29th Oct.

Holhow, Halphong & Pakhol 29th inst. 9 a.m.

SHIPPING NEWS.

ARRIVED.

Halmun, Br. s.s. 611, Stewart, 27th inst.—Swatow, inst. 26th Gen.—D. L. & Co.

Candia, Br. s.s. 4,125, R. E. Peel, 27th inst.—Fuchow, 25th inst. Gen.—P. & O. S. N. Co.

Yuensang, Br. s.s. 1,183, G. H. Tough, 27th inst.—Manila, 24th inst. Gen.—J. M. & Co.

Atholl, Br. s.s. 3,031, S. Saxby, 26th inst.—Yokohama, Ballast—D. & Co.

Tijmah, Dut. s.s. 3,815, S. Oushugs, 26th inst.—Batavia, 16th inst. Sugar—J. O. J. L.

Nankin Maru, Br. s.s. 4,250, G. Manley, 26th inst.—Colombo, Gen.—P. & O. S. N. Co.

Miyazaki Maru, Jap. s.s. 5,270, J. Teranaka, 26th inst.—London, 18th ult. Gen.—N. Y. K.

Aldenhun, Br. s.s. 3,000, Smith, 27th inst.—Manila, 24th inst. Gen.—G. L. & Co.

Kaifong, Br. s.s. 897, H. Mathias, 27th inst.—Hohow, 26th inst. Gen.—B. & S.

PASSENGERS ARRIVED.

Per s.s. Tijmah from Batavia—M. Rosendani.

Per s.s. Aldenhun from Sydney etc.—Miss E. Simon; Capt. W. E. Clarke.

Per s.s. Nankin from London etc.—Mrs. A. J. Pamfrett, F. W. Mase, J. Snell, Matland, Miss N. Blagg, Miss G. Chettle, L. Fastes, Miss E. Kenney, W. J. Hodges, Mr. & Mrs. Pearce, R. Innes, Mr. & Mrs. Knackman, Mr. & Mrs. Knottenbott, Mrs. Winteler, M. N. Clements, Mr. & Mrs. Lowenstein, Mr. & Mrs. Donoso, H. Li, Chen Che-ya, Hsia.

Per s.s. Miyazaki Maru for Hongkong from London—Mr. & Mrs. S. H. Ward, Miss M. Brodie, Mr. & Mrs. H. Soborne, Miss J. Stuart, Mr. & Mrs. G. Craig, Master R. Craig, Miss B. Watson, Mr. & Mrs. Sidebottom, Master J. Sidebottom, Misses D. & J. Sidebottom, Miss J. Whitford, Mr. & Mrs. J. Surman, Miss H. Mauchan, Rev. Mr. McIntyre, J. H. N. Mody, Mr. & Mrs. Bricker, Mrs. D. C. Casull, A. W. Schneider, H. F. Smith, W. Cooper, Mrs. E. Sanderson, J. Colbeck, B. Mather, Rev. H. B. Brown, W. J. Kealey, Mrs. O. M. Hughes, Mr. & Mrs. T. Scott, Miss C. Scott, Miss E. Scott, Miss M. Scott, Master W. & T. Scott, A. Jamieson, C. Cheng, T. S. Low, F. L. Gindice, S. P. Siew.

FRIDAY, 30th Oct.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin & New Guinea via Thursday 11 a.m. 30th Oct. 11 a.m.

Swatow, Amoy & Fuchow 30th Oct. 1 p.m.

SATURDAY, 31st Oct.

Wei Hai Wei & Tientsin 31st inst. 4 p.m.

SUNDAY, 1st Nov.

Swatow 1st Nov. 9 a.m.

TUESDAY 3rd Nov.

Swatow, Amoy & Fuchow 3rd Nov. 10 a.m.

Philippine Is. 3rd Oct. 3 p.m.

FRIDAY, 6th Nov.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe—Late Letters 10.30 a.m. to 11 a.m., Extra Postage 10 cents. (Letters posted in all the Pillar Boxes in time for the first clear-out will be included in this contract mail). The parcel mail will be closed on Thursday, the 5th Oct. at 5 p.m. 6th Nov. 10.30 a.m.

"Tulip Bread."

Because of the scarcity of wheat in Holland, the Association of Dutch Bakers has sanctioned the use of a so-called "tulip bread," in which one-third of the flour used is made from ground tulip bulbs. The bread is said to be very nourishing and the war ministry has recommended its use in the army.

Oysters, Fresh, Fried or Stewed Findon Haddock, Kippers &c.

ALEXANDRA CAFE.

WEATHER REPORT.

On the 27th at 10.55—The northern depression is passing into the Pacific.

Pressure is now highest over Korea and S. Manchuria. It has decreased slightly along the coast from Fuchow to Cape St. James, and over Formosa and Luzon.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.22 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. winds, moderate; fine.

2 Formosa, Channel. The same as No. 1.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

27th Oct., a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Direction. Force. Weather.

Wootock 7a 30.22 38 20 0 b

Nomuro 6a 29.81 38 20 0 b

Hakodate 5a 30.05 38 20 0 b

Tokio 4a 30.08 38 20 0 b

Kobe 3a 30.11 38 20 0 b

Nagasaki 2a 30.13 38 20 0 b

Kagima 1a 30.14 38 20 0 b

Oshima 30.15 38 20 0 b

Naha 30.16 38 20 0 b

Shanghai 30.16 38 20 0 b

Wanghai 30.16 38 20 0 b

Hankow 30.16 38 20 0 b

Chungking 30.16 38 20 0 b

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WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

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SHANGHAI, KOBE AND YOKOHAMA	Nankin	d'light. 27th Oct.	Freight & Passage
LONDON & Genoa via Singapore, Penang, C'mbo, Port Said, and Marseilles	Candia	10 a.m. 28th Oct.	Freight & Passage
LONDON, via usual Ports of Call	Nankin	4 p.m. 6th Nov.	Freight & Passage

Subject to alteration without notice. All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 24th Oct., 1914.

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CHINA, Sailing TUESDAY, 27th Oct. at noon

MANCHURIA, Sailing TUESDAY, 3rd Nov. at 1 p.m.

MONGOLIA, Sailing TUESDAY, 1st Dec. at 1 p.m.

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These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moron, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths catered. Large staterooms, equipped with electric fans, and running water. Berths catered. Large staterooms, equipped with electric fans, and running water. Berths catered.

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Hongkong, 23rd July, 1914.

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